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RAA 1991 Annual Report of the Regional Airline Association

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RJ70

The Regional Jetliner

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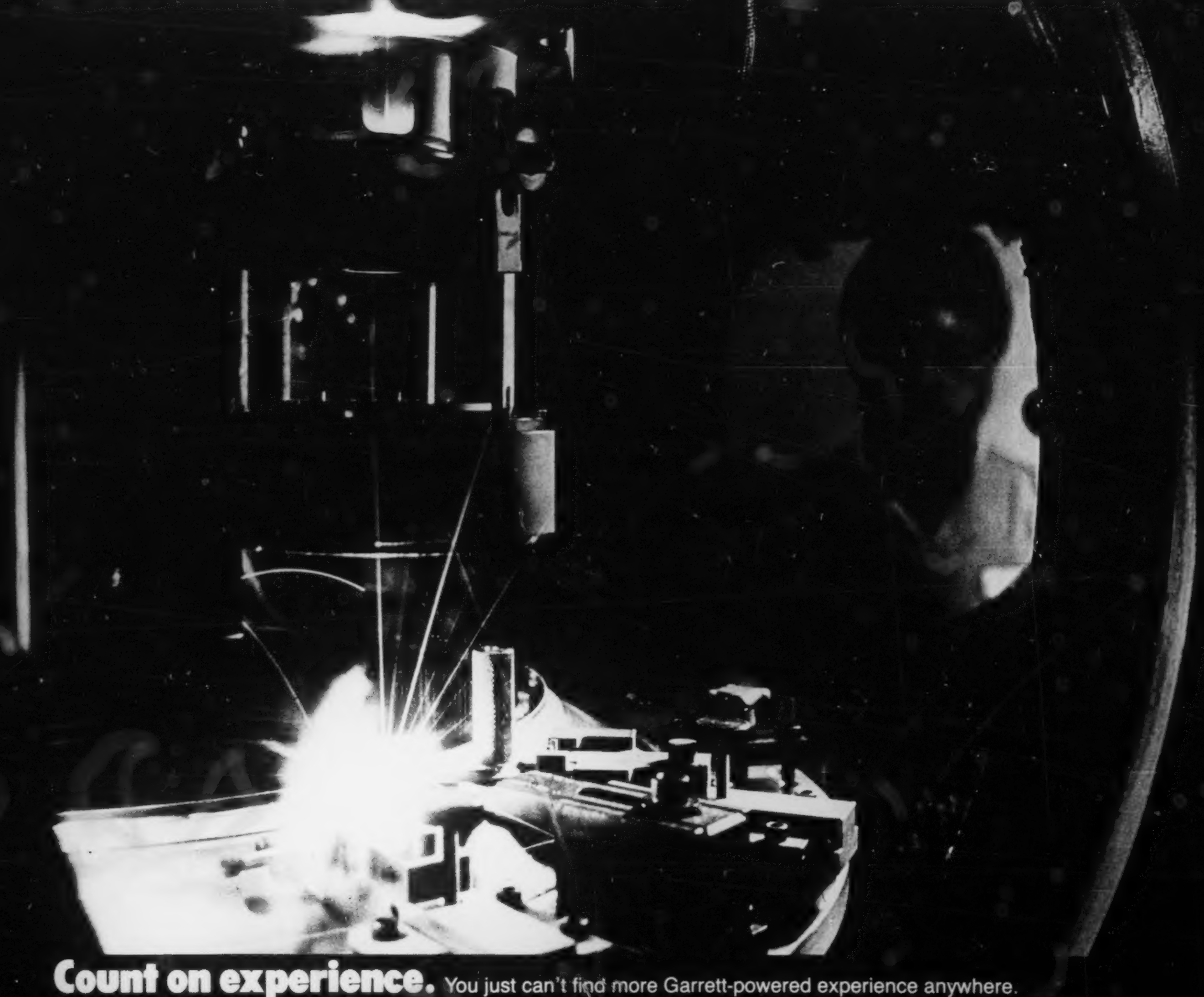

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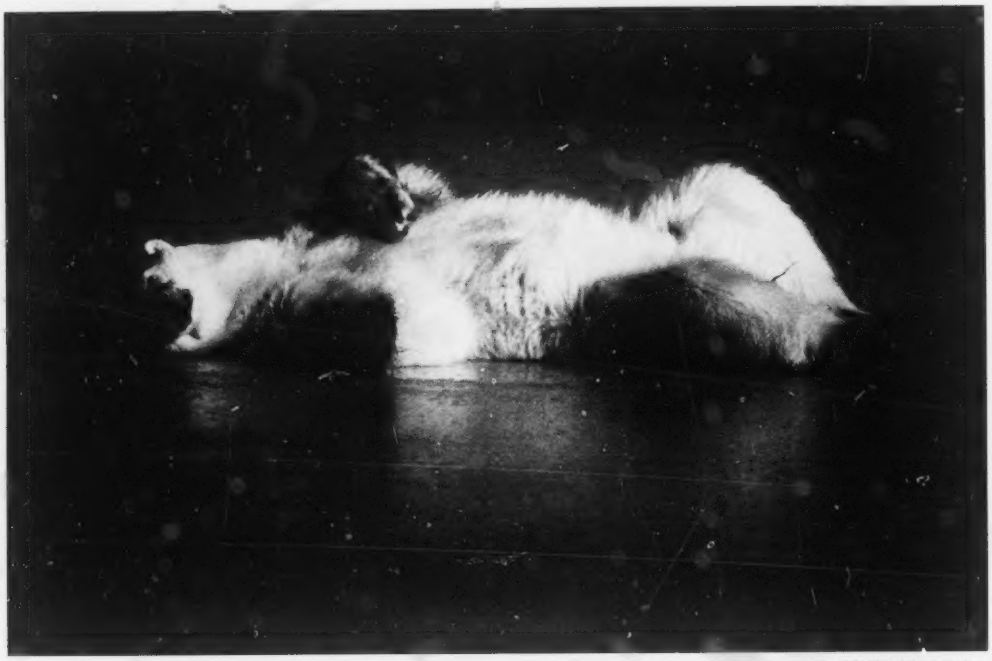

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RAA Regional Airline Association

1991 Annual Report

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Report from the Chairman

It seems that just as we wiped our brows and wondered how we ever made it through the tumultous changes in the regional airline industry over the past decade, the new changes of the 90s were upon us. And they are occurring more rapidly than ever before, so it is obvious that the Regional Airline Association and its member carriers must be prepared to adapt and change quickly if we are to build on the progress we made in the 80s.

At a time when the industry is experiencing great change, such as we saw following the Iraqi invasion of Kuwait and the subsequent Gulf War - compounded by the general downturn in the economy - the need for a forum for members to get together and develop cost-saving measures becomes more important than ever. At a time when government regulators seem to be continually looking to expand and change the regulations, restrictions, and laws that directly affect our industry, it is essential that we maintain an effective presence in Washington, D.C. RAA serves those purposes and more, providing the only unified industry voice for the concerns of the regional carriers.

For instance, the increasing cost of compliance with FAA-mandated equipment and security rules makes it essential that the industry present its views as impactfully as possible so that bureaucrats clearly understand the significant differences between the operation of regional airliners and that of long-range jet transports. RAA exists to make sure the government regulators appreciate those differences.

On the congressional front, tax initiatives have moved the nation's airport and airway system ever closer to user based funding. Unfortunately, the passage of legislation allowing individual airports to charge head taxes, opposed by RAA, will raise the already high cost of short haul air transportation. While the airline community was unsuccessful in blocking this legislation, it did succeed in getting important new restrictions on local noise policies included. We are cautiously optimistic that the combination of head taxes and the noise policy will result in some meaningful runway construction and capacity improvements. We are less optimistic that federal aviation excise taxes, raised this year from 8% to 10%, will ever be used effectively to benefit aviation.

As we continue to address the changes, challenges, and opportunities that lie ahead, we need to ensure that we utilize RAA to most effectively and clearly present our voice and our views. The whole industry benefits when the airlines, manufacturers, and vendors all participate in a strong association. The members of the Board of Directors and the staff always welcome input from airline and associate members which can help make RAA more effective. We sincerely appreciate your support.

John F. Kelly
Horizon Air

1990 Year at a Glance

1990 Year at a Glance

U.S. regional airlines remain healthy, viable, and competitive, despite the dramatic increase in fuel prices and general economic recession that occurred in late 1990. Passenger enplanements and revenue passenger miles increased substantially in 1990, while the number of carriers providing scheduled passenger service remained basically the same. The 150 regional airlines operating in 1990 transported 42.1 million passengers, a gain of more than 12 percent over 1989. Revenue passenger miles also rose significantly, reaching 7.61 billion miles in 1990. U.S. regional airlines employed approximately 35,000 persons in 1990. This included 11,980 pilots, 4,920 mechanics and 2,485 flight attendants.

Air service within the lower 48 states comprised almost 91 percent of the passengers carried by regional air carriers. International service to Canada, the Bahamas and Caribbean accounted for close to 4 percent of passengers transported. The top 5 airports receiving regional airline service, in 1990, as ranked by nonstop departures, were Los Angeles, California; Boston, Massachusetts; Chicago (O'Hare Airport), Illinois; Miami, Florida; and Dallas/Ft. Worth, Texas.

Regional airlines recorded their safest year ever in 1990. The industry's continuing commitment to the safe transportation of passengers was evident by the lowest level of accidents ever recorded since the government began compiling statistics. Total accidents (per 100,000 departures) for both Part 121 and Part 135 operations decreased by 33 percent. Part 121 regional carriers had no accidents of any kind last year and posted their seventh consecutive year with no fatalities.

Regional airlines play an increasingly important role in the national transportation system and code sharing is an essential element of the industry's operations. In 1990, 42 of the top 50 carriers used the two letter designator code of a larger airline to list their flights. In total, there were 42 code sharing agreements between regional and national or major airlines as of April 1, 1991. These relationships vary from outright ownership by the major/national carrier (15 airlines); to partial ownership by the major airlines (3 airlines); to pure marketing alliances devoid of any ownership by the major airlines (24 airlines).

Modern, sophisticated aircraft are continually added to the regional airline fleet. In total, there were 1917 aircraft in scheduled service with regional airlines in 1990. The average seating capacity of regional airplanes increased to 22.1 seats from 21.8 in 1989. Fleet flying hours grew by 5.5 percent in 1990, with the average annual utilization, per aircraft, increasing to 1,798 hours.

The vast majority of North American airports receive service by regional airlines. Airports served by the industry totaled 811 in 1990, with 71 percent of these cities depending exclusively on regional carriers for air transportation. By contrast the major airlines served only 32 percent, or 275 airports. The average trip length was 183 miles.

Industry Traffic Statistics 1990 Calendar Year

Passenger Operations	1980	1981	1982	1983	1984	1985 1/	1986	1987	1988 2/	1989	1990	Percent Change
Carriers Operating	214	246	215	196	203	179	179	169	163	151	150	(0.7)
Passengers Enplaned (Millions)	14.8	15.4	18.6	21.8	26.1	26.0	28.4	31.7	35.2	37.4	42.1	12.6
Average Passengers Enplaned per Carrier	69,200	62,600	86,500	111,200	128,100	152,400	158,400	187,700	213,905	247,415	277,495	12.2
Revenue Passenger Miles (Billions)	1.92	2.09	2.61	3.24	4.17	4.41*	4.47	5.00	6.04	6.77	7.61	12.41
Average RPM's per Carrier (Millions)	8.97	8.50	12.14	16.53	20.46	24.64*	24.98	29.60	37.05	44.84	50.75	13.19
Airports Served	732	766	817	854	853	854	824	834	861	817	811	(0.7)
Average Trip Length (Miles)	129	136	141	149	160	173	158	158	173	181	183	1.1
Aircraft Operated	1,339	1,463	1,573	1,545	1,747	1,745	1,806	1,841	1,801	1,907	1,917	0.5
Average Seating Capacity (Seats per Aircraft)	13.9	15.1	15.6	18.1	18.4	19.2	18.4	19.7	20.5	21.8	22.1	1.5
Fleet Flying Hours (Thousands)	1,740	1,994	2,160	2,415	2,764	2,854	2,929	2,942	3,078	3,266	3,447	5.5
Average Annual Utilization per Aircraft (Hours)	1,299	1,363	1,373	1,563	1,582	1,635	1,622	1,598	1,709	1,712	1,798	5.0

Notes: 1/ Adjusted to exclude Empire Airlines traffic, merged into Piedmont during 1986, to provide meaningful year-over-year comparison.
2/ Inclusive of Presidential Airways; 1987 figures include Colgan Airways only.
Data inclusive of carriers which may have operated during only part of calendar year 1990.

Source: Regional Airline Association Annual Survey-1990 And AvStat Associates

Traffic Statistics

RPM's

1978 - 1.36 billion
1990 - 7.61 billion

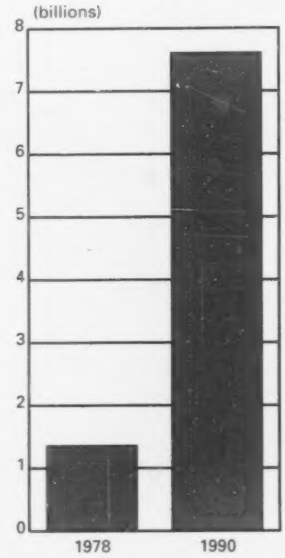
Passengers

1978 - 11.3 million
1990 - 42.1 million

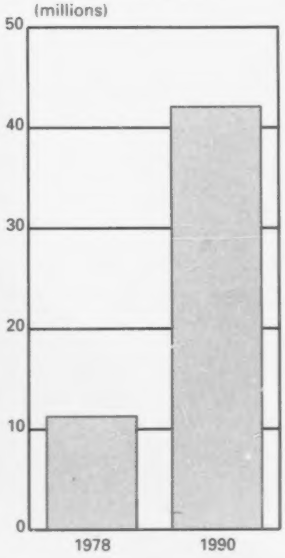
Trip Length

1978 - 121 miles
1990 - 183 miles

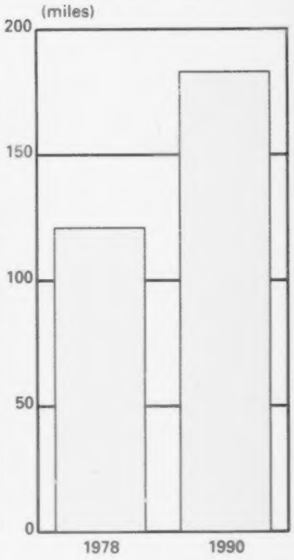
RPM's



Passengers



Trip Length



Aircraft Fleet

Seat Capacity

1978 - 11.9
1990 - 22.1

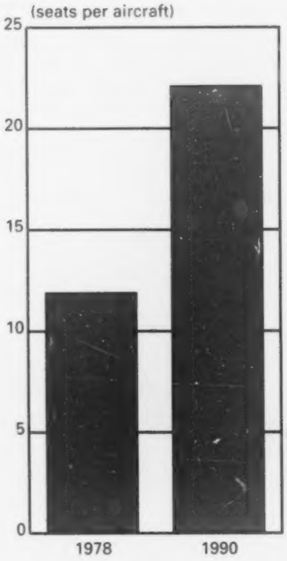
Fleet Hours (000's)

1978 - 1,131
1990 - 3,447

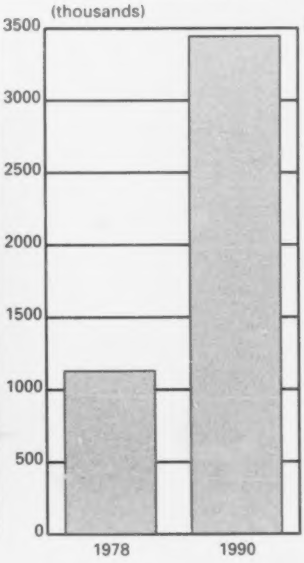
Fleet ACFT

1978 - 1,047
1990 - 1,917

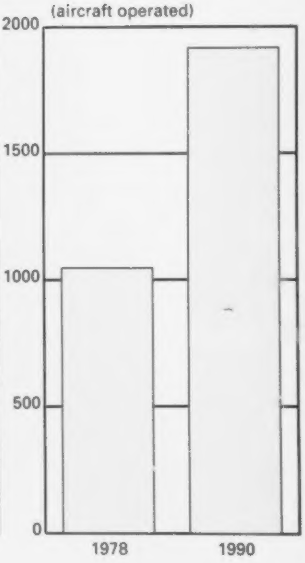
Seat Capacity



Fleet Hours (000's)

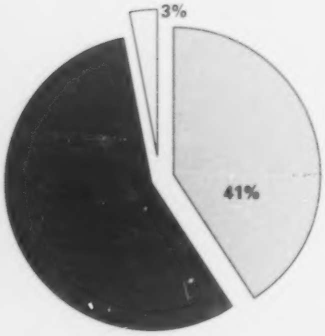


Fleet ACFT



1990 Year at a Glance

Top 50 Regional Airline Companies in 1990



Passenger Enplanements

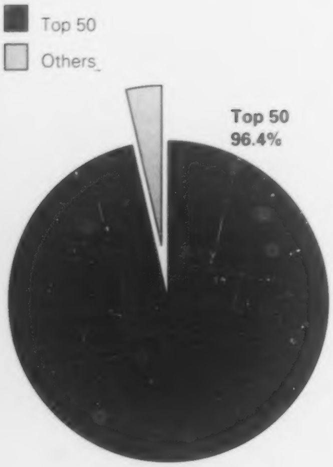
- ■ Other Code sharing regional airlines
- ▨ Regional airlines wholly owned by a major/national airline
- ☐ Independent regional airlines

1990 Rank		Carrier Group/	1990 Passengers	
Individual Carrier	Carrier Group	Individual Carrier and Codes Shared (1990) [1]	Individual Carrier	Carrier Group
	1	AMR Eagle (AA*)		
4		Simmons Airlines	2,004,529	5,564,359
11		Nashville Eagle	1,103,897	
16		Wings West Airlines	998,705	
18		Executive Airlines	946,277	
30		Command Airways	510,951	
	2	USAir Group (US*)		4,364,614
3		Henson Aviation	2,006,069	
21		Allegheny Commuter Airlines	841,049	
24		Jetstream Int'l Airlines	764,570	
25		Pennsylvania Commuter Airlines	752,926	
	3	Continental Airlines (CO*)		3,382,737
8		Britt Airways	1,328,072	
15		Bar Harbor Airlines [2]	1,072,843	
17		Rocky Mountain Airways [3]	981,822	
	4	Metro Airlines		3,327,190
9		Metroflight (AA*)	1,234,185	
23		Eastern Metro Express (EA*) [2]	765,445	
29		Metro Airlines Northeast (TW*)	586,151	
32		Aviation Associates (EA*)	429,224	
37		Chaparral Airlines (AA*) [3]	312,185	
1	5	WestAir Airlines (UA*)	2,872,000	
2	6	Air Wisconsin (UA*)	2,246,972	
5	7	Atlantic Southeast Airlines (DL*)	2,001,635	
6	8	Comair (DL*)	1,869,410	
7	9	Horizon Air Industries (AS*/NW*)	1,816,368	
10	10	Pan Am Express (PA*)	1,213,286	
12	11	SkyWest Airlines (DL*)	1,096,381	
13	12	Business Express (DL*)	1,095,820	
14	13	Express Airlines, I (NW*)	1,094,667	
19	14	Mesaba Aviation (NW*)	931,080	
20	15	CCAir (US*)	909,533	
22	16	Air Midwest (TW*)	788,821	
26	17	Mesa Airlines (UA*/YX*)	747,073	
27	18	Midway Commuter Airlines (ML*)	649,067	
28	19	Trans States Airlines (TW*)	594,395	
31	20	Chautauqua Airlines (US*)	479,078	
33	21	Aspen Airways (UA*) [3]	390,195	
	22	Northeast Express Regional Airlines (NW*)		361,336
39		Precision Airlines	260,315	
50		Northeast Express Airlines	101,021	
34	23	Aloha IslandAir (AQ*)	349,081	
35	24	Crown Airways (US*)	337,177	
36	25	Chalk's International Airlines	314,739	
38	26	Scenic Airlines	311,501	
40	27	Commutair (US*)	237,788	
41	28	ERA Aviation (AS*)	206,494	
42	29	Great Lakes Aviation	166,456	
43	30	StatesWest Airlines (US*)	161,480	
44	31	Conquest Airlines	156,658	
45	32	Vieques Air Link	125,714	
46	33	MarkAir Express (BF*)	111,218	
47	34	Aero Coach Aviation	105,318	
48	35	Nantucket Airlines	103,426	
49	36	Discovery Airways [2]	103,027	
		Total Enplanements - Top 50 Airlines	**40,586,094**	**96.4%**
		Total Industry Enplanements	**42,099,429**	
		Total Revenue Passenger Miles Top 50 Airlines (000's)	**7,391,455**	**97.1%**
		Total Industry Revenue Passenger Miles (000's)	**7,613,227**	

Notes: 1/ Carrier groups shown include only wholly owned regional subsidiaries
2/ Carrier ceased operations during 1990
3/ Carrier has merged its certificate

Source: AvStat Associates for the Regional Airline Association based on U.S. Department of Transportation filings and information supplied to the R.A.A.

Top 50 Individual Regional Airlines in 1990



Total passengers
42,099,429

The Top 100 Regional Airlines carried 99% of all Regional Airline passengers in 1990. The Top 50 alone accounted for 96.4 of the Total.

1990 Rank	Carrier	Codes Shared (1990)	1990 Passengers
1	WestAir Airlines	UA	2,872,000
2	Air Wisconsin	UA	2,246,972
3	Henson Aviation	US	2,006,069
4	Simmons Airlines	AA	2,004,529
5	Atlantic Southeast Airlines	DL	2,001,635
6	Comair	DL	1,869,410
7	Horizon Air Industries	AS/NW	1,816,368
8	Britt Airways	CO	1,328,072
9	Metroflight	AA	1,234,185
10	Pan Am Express	PA	1,213,286
11	Nashville Eagle	AA	1,103,897
12	SkyWest Airlines	DL	1,096,381
13	Business Express	DL	1,095,820
14	Express Airlines, I	NW	1,094,667
15	Bar Harbor Airlines 2/	CO/EA	1,072,843
16	Wings West Airlines	AA	998,705
17	Rocky Mountain Airways 3/	CO	981,822
18	Executive Airlines	AA	946,277
19	Mesaba Aviation	NW	931,080
20	CCAir	US	909,533
21	Allegheny Commuter Airlines	US	841,049
22	Air Midwest	TW	788,821
23	Eastern Metro Express 2/	EA	765,445
24	Jetstream Int'l Airlines	US	764,570
25	Pennsylvania Commuter Airlines	US	752,926
26	Mesa Airlines	UA/YX	747,073
27	Midway Commuter Airlines	ML	649,067
28	Trans States Airlines	TW	594,395
29	Metro Airlines Northeast	TW	586,151
30	Command Airways	AA	510,951
31	Chautauqua Airlines	US	479,078
32	Aviation Associates	EA	429,224
33	Aspen Airways 3/	UA	390,195
34	Aloha Islandair	AQ	349,081
35	Crown Airways	US	337,177
36	Chalk's International Airlines		314,739
37	Chaparral Airlines 3/	AA	312,185
38	Scenic Airlines		311,501
39	Precision Airlines	NW	260,315
40	Commutair	US	237,788
41	ERA Aviation	AS	206,494
42	Great Lakes Aviation		166,456
43	StatesWest Airlines	US	161,480
44	Conquest Airlines		156,658
45	Vieques Air Link		125,714
46	MarkAir Express	BF	111,218
47	Aero Coach Aviation		105,318
48	Nantucket Airlines		103,426
49	Discovery Airways 2/		103,027
50	Northeast Express Airlines	NW	101,021
Total Enplanements - Top 50 Airlines		**40,586,094**	**96.4%**
Total Industry Enplanements		**42,099,429**	
Total Revenue Passenger Miles Top 50 Airlines (000's)		**7,391,455**	**97.1%**
Total Industry Revenue Passenger Miles (000's)		**7,613,227**	

Notes: 1/ Based on U.S. Department of Transportation filings and information supplied to the Regional Airline Association.
2/ Carrier ceased operations during 1990.
3/ Carrier has merged its certificate.

Source: AvStat Associates for the Regional Airline Association.

1990 Year at a Glance

Regional Airline Code-sharing Partnerships as of 1 April 1991

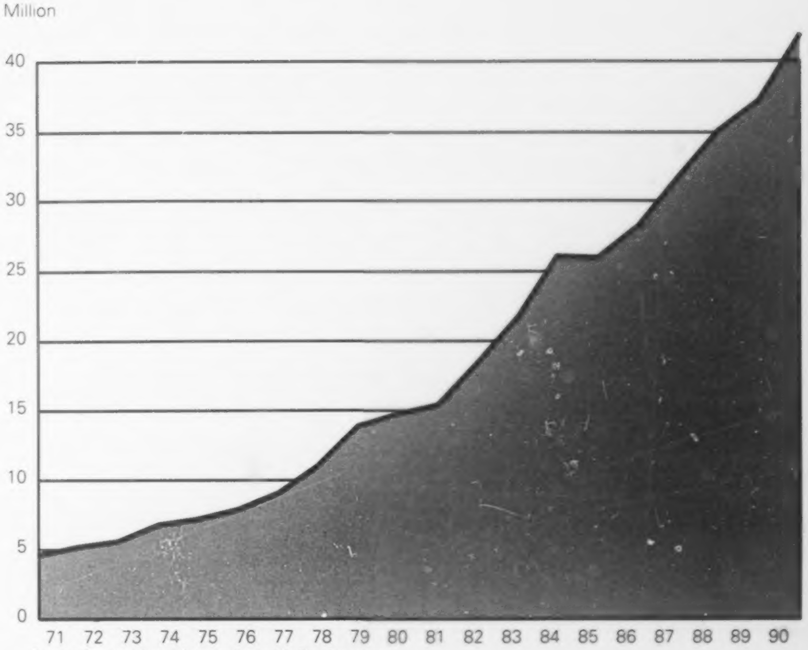
Airline	Partner(s)	Hub(s)
Alaska Airlines	Bering Air	OME
	ERA Aviation	ANC
	Horizon Air Industries	BOI/PDX/SEA/GEG
	L.A.B. Flying Service	JNU
	Temsco Airlines	KTN
Aloha Airlines	**Aloha IslandAir**	HNL
American Airlines	**Command Airways**	JFK/RDU
	Executive Air	SJU
	Metroflight	DFW
	Nashville Eagle	MIA/BNA/RDU
	Simmons Airlines	ORD
	Wings West Airlines	SJC
Continental Airlines	**Continental Express**	CLE/DEN/IAH/EWR
Delta Air Lines	Atlantic Southeast Airlines	ATL/DFW
	Business Express	BOS/LGA
	Comair	CVG/ORL
	SkyWest Airlines	LAX/SLC
Markair	**Markair Express**	BET/DLG/KSM
Midway Airlines	**Midway Commuter**	MDW
Midwest Express	Mesa Airlines/Skyway	MKE
Northwest Airlines	Express Airlines I	MEM/MSP
	Horizon Air Industries	SEA
	Mesaba Aviation	DTW/MSP
	Northeast Express	BOS
	Precision Airlines	BOS
Pan American	**Pan Am Express**	MIA/JFK
Trans World Airlines	Jet Express	JFK/DCA
	Metro Northeast	BOS/JFK
	Trans States Airlines	STL
United Airlines	Air Wisconsin	ORD/DEN/IAD
	Mesa Airlines	DEN
	WestAir Airlines	LAX/SFO/SEA/PDX/IAD
USAir	Air Midwest	MCI
	Allegheny Commuter	PHL/PIT
	CCAir	CLT
	Chautauqua Airlines	PIT
	Commutair	BOS/NYC/SYR
	Crown Airways	PIT
	Henson Aviation	BWI/CLT/PHL
	Jetstream International	DAY/IND
	Pennsylvania Commuter	PHL/PIT
	StatesWest Airlines	LAX/SFO

Notes: Carriers indicated in boldface have been acquired by the Major/National airline.

Source: Regional Airline Association and AvStat Associates

Regional Passenger Traffic, 1970-1990

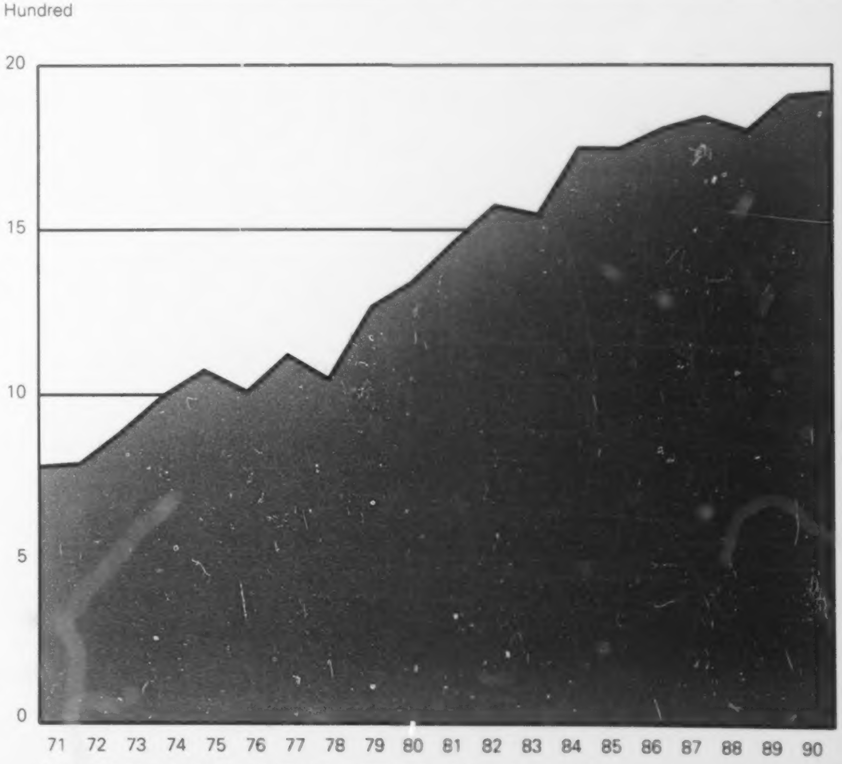
Year	Passengers Enplaned
1970	4,270,000
1971	4,698,000
1972	5,262,000
1973	5,688,000
1974	6,842,000
1975	7,243,000
1976	7,914,000
1977	9,185,000
1978	11,026,000
1979	13,972,000
1980	14,810,000
1981	15,400,000
1982	18,550,000
1983	21,820,000
1984	26,140,000
1985	26,000,000
1986	28,360,000
1987	31,787,539
1988	35,188,223
1989	37,359,656
1990	42,099,429



Source: Regional Airline Association and AvStat Associates

Passenger Aircraft Operated, 1970-1990

Year	Aircraft In Service	% Annual Change
1970	687	-
1971	782	14%
1972	791	1%
1973	885	12%
1974	997	13%
1975	1073	8%
1976	1009	-6%
1977	1119	11%
1978	1047	-6%
1979	1265	21%
1980	1339	6%
1981	1463	8%
1982	1573	8%
1983	1545	-2%
1984	1747	13%
1985	1745	-
1986	1806	3%
1987	1841	2%
1988	1801	-2%
1989	1907	6%
1990	1917	0.5%



Source: CAB Commuter Air Carrier Traffic Statistics 1970-1979, RAA Annual Survey 1980-90

1990 Year at a Glance

Regional Airline Safety Statistics 1983-1990

Source: Derived from NTSB statistics
Note: These figures include both scheduled Part 135 and Part 121 operations.

Year	Total Accidents	Fatal Accidents	Departures (millions)	Total Accidents (per 100,000 departures)	Fatal Accidents (per 100,000 departures)
1983	18	3	2.87	0.63	0.11
1984	22	7	3.22	0.68	0.22
1985	21	7	3.08	0.68	0.23
1986	16	2	3.10	0.52	0.06
1987	34	10	3.20	1.06	0.31
1988	23	2	3.84	0.62	0.05
1989	23	5	4.46	0.52	0.11
1990	14	2	3.99	0.35	0.05

Scheduled Part 121 Regional Airline Safety Statistics 1983-1990

Source: Derived from NTSB statistics

Rates/100,000 Departures Year	Total Accidents	Fatal Accidents
1983	0.19	0.19
1984	0.00	0.00
1985	0.00	0.00
1986	0.13	0.00
1987	0.27	0.00
1988	0.32	0.00
1989	0.32	0.00
1990	0.00	0.00

Scheduled Part 135 Safety Statistics 1976-1990

Source: Derived from NTSB statistics

Rates/100,000 Departures Year	Total Accidents	Fatal Accidents
1976	2.28	0.59
1977	2.53	0.52
1978	3.06	0.70
1979	2.76	0.80
1980	2.14	0.45
1981	1.69	0.49
1982	1.28	0.25
1983	0.73	0.09
1984	0.82	0.26
1985	0.82	0.27
1986	0.55	0.07
1987	1.24	0.35
1988	0.65	0.07
1989	0.62	0.17
1990	0.48	0.07

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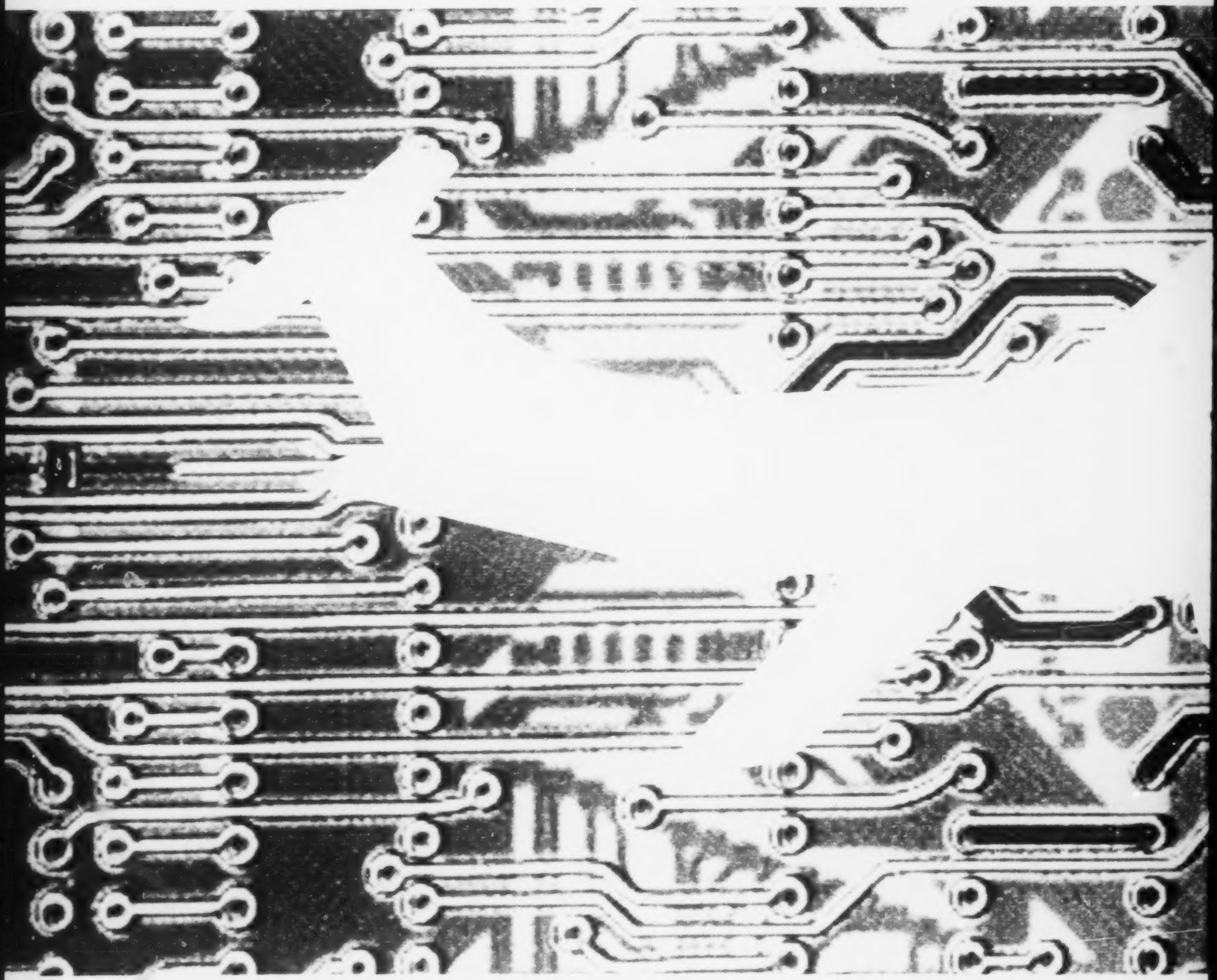

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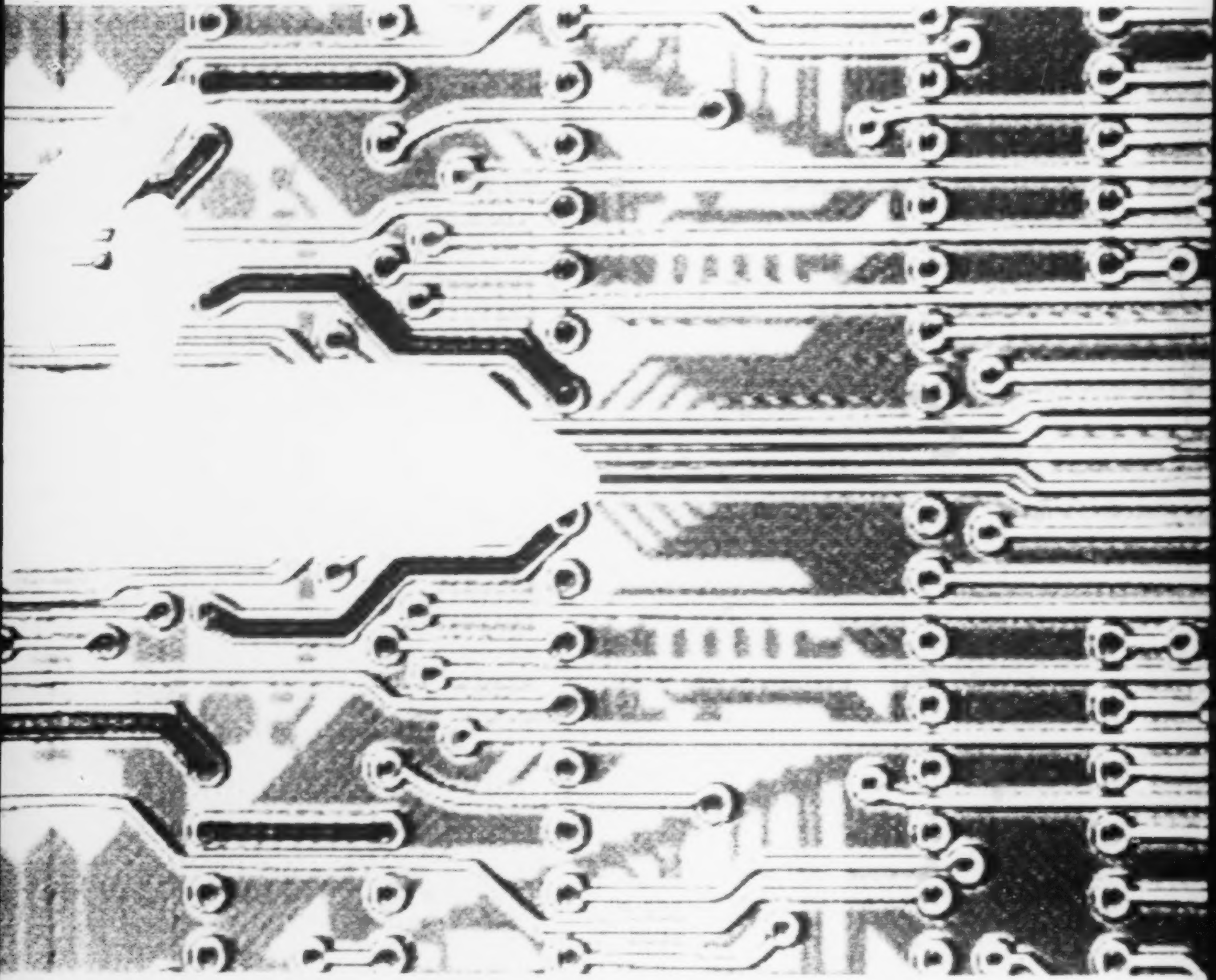

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Aircraft

Aircraft

The total number of regional aircraft in passenger service remained virtually the same in 1990 as compared to 1989, totalling 1917. The industry continues to add larger turboprop airliners to the fleet, with the average seating capacity for aircraft used in scheduled service by regional carriers rising to 22.1 seats per airplane. In total, turboprop aircraft account for 71.9 percent of the fleet; piston aircraft 25.7 percent; and jets and helicopters 2.4 percent. Airplanes operated under FAR Part 135 (30 seats and below) accounted for 77 percent of the total number of aircraft operated by the industry, but only 55 percent of available regional airline passenger seats in 1990.

Regional carriers continue to rely on 19 seat aircraft to provide the majority of airline service. In 1990 there were 798 aircraft in this category, and 476 in the next largest group - aircraft with 9 or less seats. This represents a decrease of 5 percent from the 838 aircraft in the 19 seat category in 1989 and 2 percent from the 485 aircraft with 9 or fewer seats.

The Embraer Brasilia accounted for the largest percentage of regional airline seating capacity at 10.5 percent of the industry total, with 148 airplanes in service. The 214 Fairchild Metros comprised 9.6 percent of industry seating capacity, and the 79 Aerospatiale ATR 42's accounted for 8.9 percent.

The number of aircraft utilized by regional airlines to transport cargo grew significantly in 1990, increasing to 645 from 467 in 1989. Single-engine piston airplanes comprised 43 percent of the industry cargo fleet, multi-engine piston aircraft 37 percent and turboprop airplanes 19 percent.

Top Regional Aircraft 1990

Rank	Manufacturer	Model	Total Aircraft in Airline Service 1/	Total Seats	Percent of Total Fleet Seating Capacity	1990 Fleet Flying Hours
1	Embraer	Brasilia	148	4,440	10.5	402,173
2	Fairchild	Metro	214	4,066	9.6	449,494
3	Aerospatiale	ATR-42	79	3,792	8.9	193,227
4	British Aerospace	Jetstream	192	3,648	8.6	366,089
5	Saab	340	107	3,424	8.1	216,271
6	Shorts	360	85	3,060	7.2	179,294
7	Beech	1900	139	2,641	6.2	341,570
8	deHavilland	Dash 8	56	2,072	4.9	149,667
9	British Aerospace	146	18	1,770	4.2	38,646
10	Fokker	F-27	34	1,632	3.8	67,010
11	deHavilland	Dash 7	50	1,450	3.4	65,061
12	deHavilland	Twin Otter	73	1,387	3.3	104,901
13	Embraer	Bandeirante	57	1,026	2.4	129,208
	Total - Top Aircraft 2/		**1,252 (65.3%)**	**34,408**	**81.1**	**2,702,611 (78.4%)**
	All Others in Service		**665 (34.7%)**	**8,014**	**18.9**	**744,620 (21.6%)**
	Industry Total		**1,917 (100%)**	**42,422**	**100.0**	**3,447,231 (100%)**

Notes: 1/ Aircraft in service as of 1/1/91.
2/ Aircraft accounting for 2.0% or more of 1990 passenger capacity.

Source: AvStat Associates for the Regional Airline Association.

Aircraft in Regional Airline Passenger Service

Comparison of Aircraft Seating Capacity by Fleet Size, Hours Flown and Revenue Passenger Miles

	Passenger Seating Capacity						
	1-9	10-19	20-30	31-40	41&Up	Other[1]	Total
Aircraft in Active Fleet							
1990	476	798	182	251	165	45	1,917
1978	667	270	36	36	22	16	1,047
Percent Change	(28.6)	195.6	405.6	597.2	650.0	181.3	83.1
Hours Flown (000's)							
1990	422	1,603	465	554	348	56	3,448
1978	566	474	34	23	23	11	1,131
Percent Change	(25.4)	238.2	1,267.6	2,308.7	1,413.0	409.1	204.9
Revenue Passenger Miles							
1990	2.5%	34.3%	16.2%	22.3%	19.5%	5.2%	7.61 bil.
1978	22.0%	58.0%	8.5%	4.5%	6.0%	1.0%	1.28 bil.
Percent Change							334.4

Notes: 1/ Other inclusive of helicopters and jets.

Source: AvStat Associates for the Regional Airline Association

Revised Revenue Passenger Miles

(Updates data appearing in 1988-1990 Annual Reports)

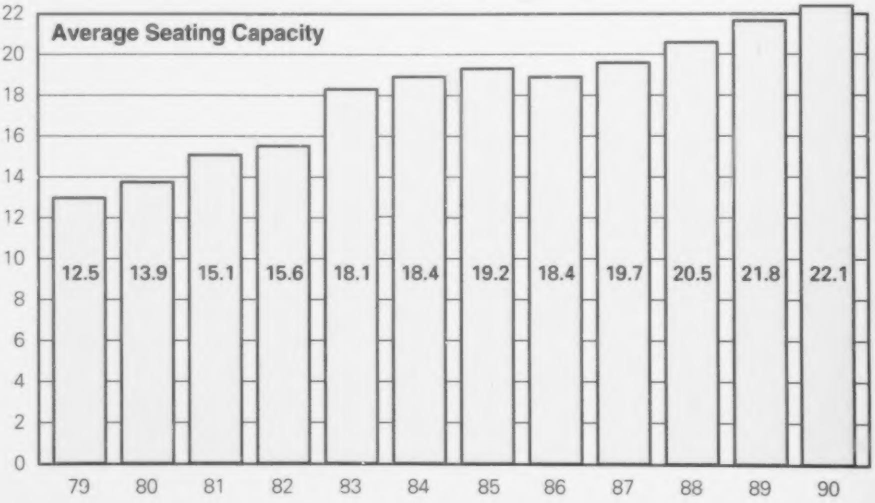
	Passenger Seating Capacity						
	1-9	10-19	20-30	31-40	41&Up	Other[1]	Total
Revenue Passenger Miles							
1990	2.5%	34.3%	16.2%	22.3%	19.5%	5.2%	7.61 bil.
1989	2.1%	32.2%	10.4%	25.2%	20.1%	10.0%	6.77 bil.
1988	3.7%	38.6%	<—— 30.7% ——>		17.0%	10.6%	6.04 bil.
1987	4.3%	41.2%	<—— 26.7% ——>		15.3%	12.5%	5.00 bil.
1986	5.2%	38.7%	<—— 27.5% ——>		20.6%	8.0%	4.47 bil.

Notes: 1/ Other inclusive of helicopters and jets.

Source: AvStat Associates for the Regional Airline Association

Aircraft Statistics

Average Annual Utilization (hours)	
1978	1,080
1979	1,193
1980	1,299
1981	1,363
1982	1,373
1983	1,563
1984	1,582
1985	1,635
1986	1,622
1987	1,598
1988	1,709
1989	1,712
1990	1,798



Aircraft

Summary of Passenger Aircraft in Regional Airline Use - 1990

Source: Avstat Associates for the Regional Airline Association

Manufacturer	Piston Single-Engine	Piston Multi-Engine	Turboprop	Jet	Helicopter	Total
Aerospatiale			84		3	87
Beech	1	7	196			204
Bell					15	15
British Aerospace			198	18		216
Britten Norman		23				23
CASA			12			12
Cessna	139	103	5			247
Convair		2	13			15
deHavilland	32		162			194
Dornier			31			31
Douglas		1		3		4
Embraer			205			205
Fairchild			214			214
Fokker			34	3		37
Grumman		3	7			10
Mitsubishi			1			1
Piper	26	155	8			189
Saab			107			107
Shorts			103			103
Sikorsky					3	3
Total 1990	**198**	**294**	**1,380**	**24**	**21**	**1,917**
Total 1989	**258**	**290**	**1,300**	**41**	**18**	**1,907**
Percent Change	**(23.3)**	**1.4**	**6.2**	**(41.5)**	**16.7**	**0.5**

Summary of All-Cargo Aircraft in Regional Airline Use - 1990

Source: Avstat Associates for the Regional Airline Association

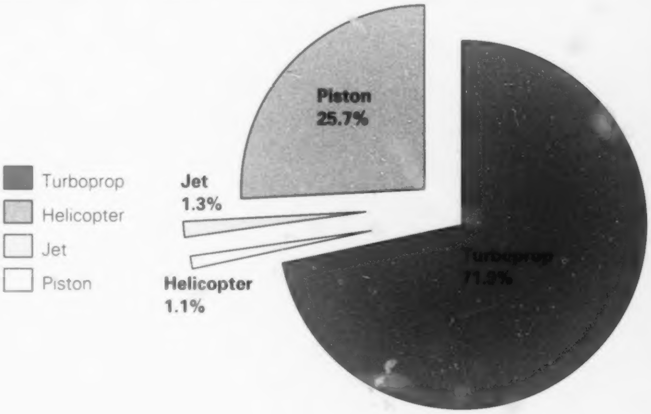
Manufacturer	Piston Single-Engine	Piston Multi-Engine	Turboprop	Jet	Helicopter	Total
Beech	11	54	32			97
Britten Norman		2				2
CASA			4			4
Cessna	245	29				274
Convair		14	5			19
Dassault				1		1
deHavilland		6	7			13
Dornier			1			1
Douglas		27	1			28
Embraer			5			5
Fairchild			17			17
Fokker			16			16
G.A.F.			1			1
Lear				5		5
Mitsubishi			16			16
NAMC			8			8
Piper	19	83	2			104
Rockwell		24				24
Shorts			10			10
Total	**275**	**239**	**125**	**6**	**0**	**645**

Distribution of Fleet by Seating Capacity and Engine Type

Total Fleet

Total Fleet - 1,917	Percentage of Total Fleet
All Single Engine	10.6
Multi Engine 1 - 9 Seats	14.4
Multi Engine 10 - 19 Seats	41.4
Multi Engine 20 - 30 Seats	9.5
Multi Engine 31 - 40 Seats	13.1
Multi Engine 41 > Seats	8.6
Jets	1.3
Helicopters	1.1

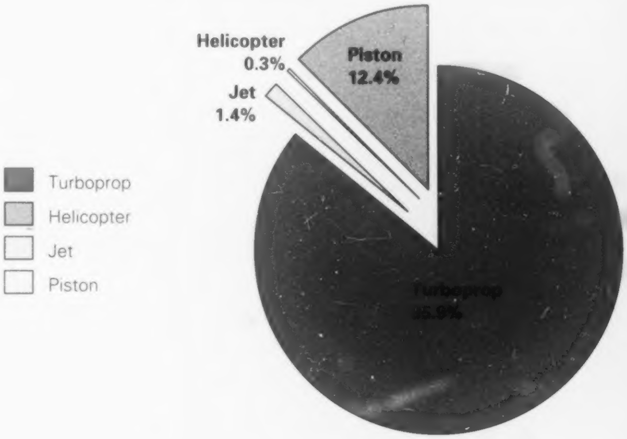
Total Aircraft in Part 135 Service: 1,476 (77%)
Total Aircraft in Part 121 Service: 441 (23%)



Hours Flown

Hours Flown - 3,447,231	Percentage of Total Hours
All Single Engine	4.8
Multi Engine 1 - 9 Seats	7.5
Multi Engine 10 - 19 Seats	46.4
Multi Engine 20 - 30 Seats	13.5
Multi Engine 31 - 40 Seats	16.0
Multi Engine 41 > Seats	10.1
Jets	1.4
Helicopters	.3

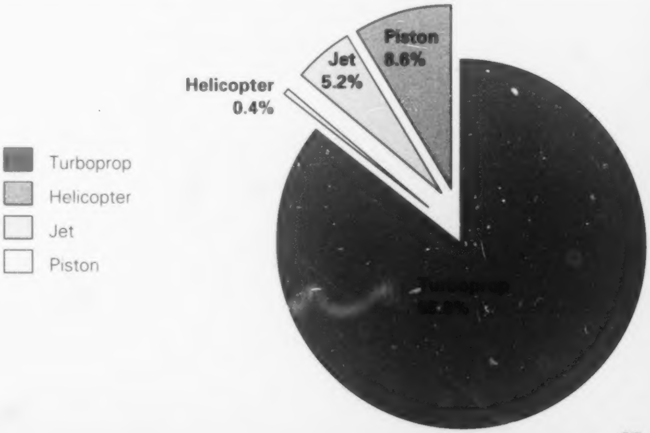
Total Hours (000's) in Part 135 Service: 2,516 (73%)
Total Hours (000's) in Part 121 Service: 931 (27%)



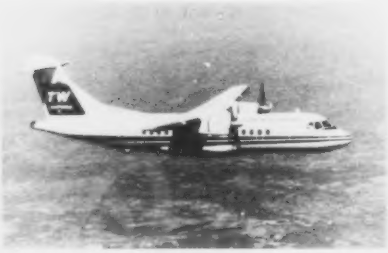
Available Seats

	Percentage of Available Seats
All Single Engine	3.1
Multi Engine 1 - 9 Seats	4.8
Multi Engine 10 - 19 Seats	34.2
Multi Engine 20 - 30 Seats	12.7
Multi Engine 31 - 40 Seats	20.4
Multi Engine 41 > Seats	19.1
Jets	5.2
Helicopters	.4

Total Passenger Lift in Part 135 Service: (55%)
Total Passenger Lift in Part 121 Service: (45%)

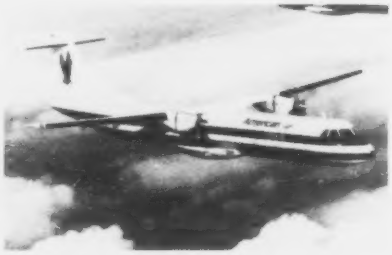


Aircraft Picture Directory



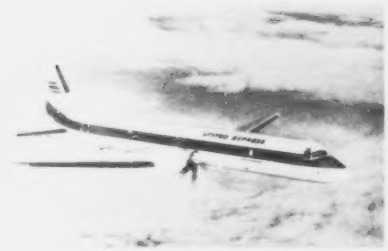
Aerospatiale/Aeritalia ATR-42

Passenger capacity	46/50
Cruising speed (knots)	265
Maximum take-off weight (pounds)	36,817
Type of powerplant	Pratt Whitney Canada
Pressurization	Yes



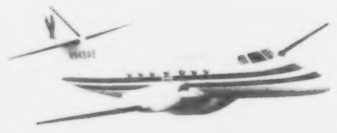
Aerospatiale/Aeritalia ATR-72

Passenger capacity	66/69
Cruising speed (knots)	286
Maximum take-off weight (pounds)	44,070
Type of powerplant	Pratt Whitney Canada
Pressurization	Yes



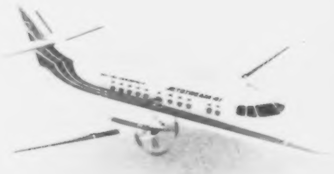
BAe ATP (Advanced Turboprop)

Passenger capacity	64/68
Cruising speed (knots)	268
Maximum take-off weight (pounds)	50,550
Type of powerplant	Pratt Whitney Canada
Pressurization	Yes



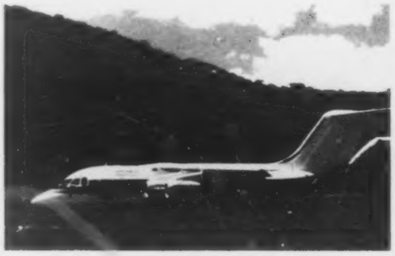
BAe Super Jetstream 31

Passenger capacity	19
Cruising speed (knots)	270
Maximum take-off weight (pounds)	16,204
Type of powerplant	Garrett
Pressurization	Yes



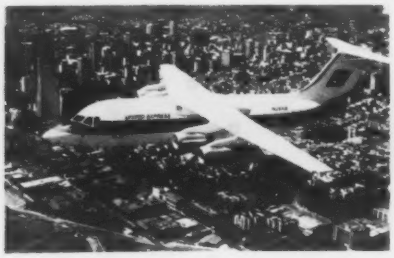
BAe Jetstream 41

Passenger capacity	29
Cruising speed (knots)	295
Maximum take-off weight (pounds)	22,377
Type of powerplant	Garrett
Pressurization	Yes
Estimated delivery date	1992



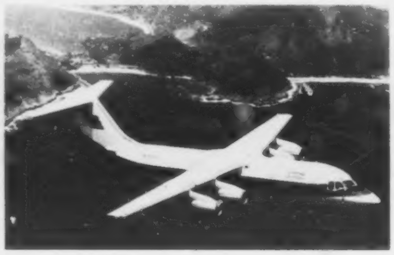
BAe 146-100

Passenger capacity	88
Cruising speed (knots)	425
Maximum take-off weight (pounds)	90,000
Type of powerplant	Textron Lycoming
Pressurization	Yes



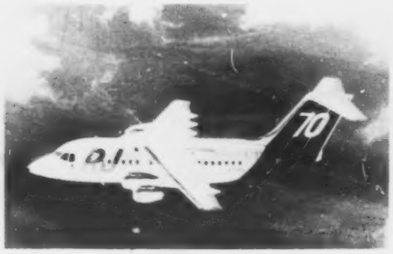
BAe 146-200

Passenger capacity	100
Cruising speed (knots)	425
Maximum take-off weight (pounds)	97,000
Type of powerplant	Textron Lycoming
Pressurization	Yes



BAe 146-300

Passenger capacity	103
Cruising speed (knots)	425
Maximum take-off weight (pounds)	101,500
Type of powerplant	Textron Lycoming
Pressurization	Yes



BAe RJ70

Passenger capacity	70
Cruising speed (knots)	425
Maximum take-off weight (pounds)	80,000
Type of powerplant	Textron Lycoming
Pressurization	Yes

Beechcraft 1300

Passenger capacity	13
Cruising speed (knots)	269
Maximum take-off weight (pounds)	12,500
Type of powerplant	Pratt Whitney Canada
Pressurization	Yes

Beech C99 (BE-99)

Passenger capacity	15
Cruising speed (knots)	248
Maximum take-off weight (pounds)	11,300
Type of powerplant	Pratt Whitney Canada
Pressurization	No

Beech 1900C

Passenger capacity	19
Cruising speed (knots)	268
Maximum take-off weight (pounds)	16,600
Type of powerplant	Pratt Whitney Canada
Pressurization	Yes

Beech 1900D

Passenger capacity	19
Cruising speed (knots)	288
Maximum take-off weight (pounds)	16,950
Type of powerplant	Pratt Whitney Canada
Pressurization	Yes

Canadair Regional Jet

Passenger capacity	50
Cruising speed (knots)	459
Maximum take-off weight (pounds)	51,000
Type of powerplant	General Electric
Pressurization	Yes
Estimated delivery date	1992

CASA C-212

Passenger capacity	26
Cruising speed (knots)	191
Maximum take-off weight (pounds)	16,975
Type of powerplant	Garrett
Pressurization	No

CASA CN-235

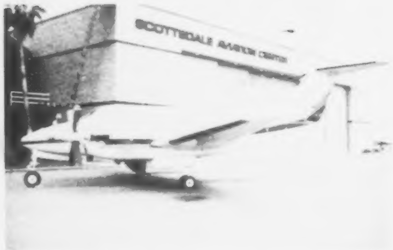
Passenger capacity	44
Cruising speed (knots)	248
Maximum take-off weight (pounds)	33,290
Type of powerplant	General Electric
Pressurization	Yes

Cessna 402 (CE-402)

Passenger capacity	8
Cruising speed (knots)	174
Maximum take-off weight (pounds)	6,850
Type of powerplant	Teledyne Continental
Pressurization	No

Cessna Caravan

Passenger capacity	9
Cruising speed (knots)	182
Maximum take-off weight (pounds)	8,750
Type of powerplant	Pratt Whitney Canada
Pressurization	Yes

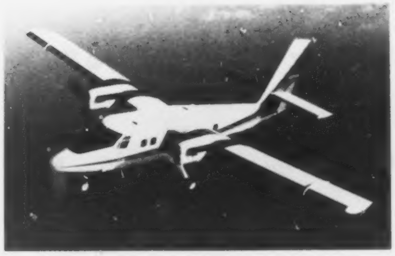


Commuter Air Transports CATPASS 200

Passenger capacity	13
Cruising speed (knots)	239
Maximum take-off weight (pounds)	12,500
Type of powerplant	Pratt Whitney Canada
Pressurization	Yes

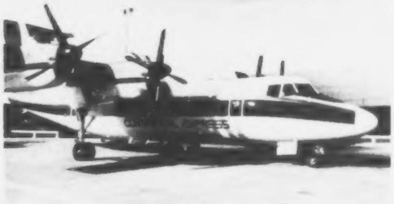
Convair 580

Passenger capacity	44
Cruising speed (knots)	260
Maximum take-off weight (pounds)	30,275
Type of powerplant	Allison/Rolls Royce
Pressurization	Yes



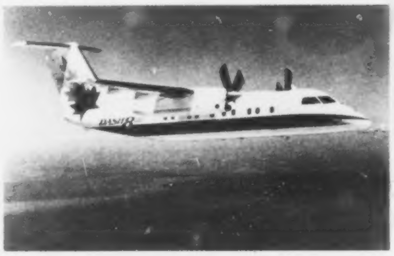
deHavilland (DHC-6) Twin Otter

Passenger capacity	20
Cruising speed (knots)	182
Maximum take-off weight (pounds)	12,500
Type of powerplant	Pratt Whitney Canada
Pressurization	No



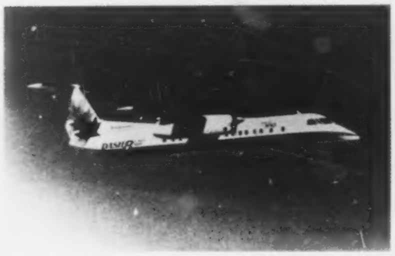
deHavilland (DHC-7) Dash 7

Passenger capacity	50-54
Cruising speed (knots)	228
Maximum take-off weight (pounds)	47,000
Type of powerplant	Pratt Whitney Canada
Pressurization	Yes



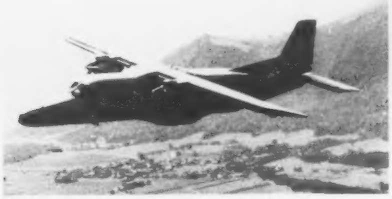
deHavilland (DHC-8) Dash 8-100

Passenger capacity	36-39
Cruising speed (knots)	265
Maximum take-off weight (pounds)	34,500
Type of powerplant	Pratt Whitney Canada
Pressurization	Yes



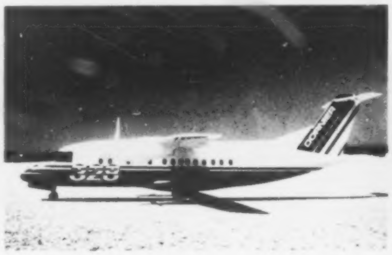
deHavilland (DHC-8) Dash 8-300

Passenger capacity	50-56
Cruising speed (knots)	285
Maximum take-off weight (pounds)	41,100
Type of powerplant	Pratt Whitney Canada
Pressurization	Yes



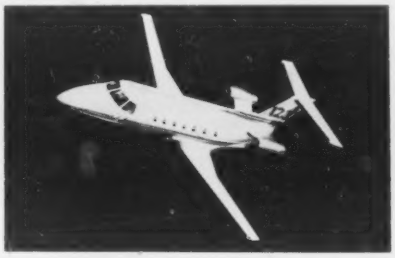
Dornier 228 - 212

Passenger capacity	19
Cruising speed (knots)	234
Maximum take-off weight (pounds)	14,109
Type of powerplant	Garrett
Pressurization	No



Dornier 328

Passenger capacity	30-33
Cruising speed (knots)	345
Maximum take-off weight (pounds)	27,550
Type of powerplant	Pratt Whitney Canada
Pressurization	Yes
Estimated delivery date	1993



Embraer CBA 123

Passenger capacity	19
Cruising speed (knots)	351
Maximum take-off weight (pounds)	19,841
Type of powerplant	Garrett
Pressurization	Yes
Estimated delivery date	1991

Embraer (EMB-110) Bandeirante

Passenger capacity	19
Cruising speed (knots)	220
Maximum take-off weight (pounds)	13,007
Type of powerplant	Pratt Whitney Canada
Pressurization	No

Embraer (EMB -120) Brasilia

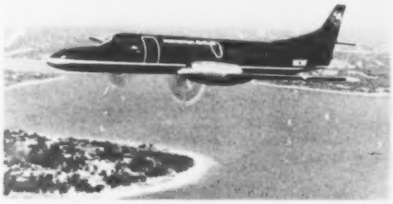
Passenger capacity	30
Cruising speed (knots)	294
Maximum take-off weight (pounds)	25,353
Type of powerplant	Pratt Whitney Canada
Pressurization	Yes

Embraer EMB 145

Passenger capacity	45-47
Cruising speed (knots)	400
Maximum take-off weight (pounds)	37,482
Type of powerplant	Allison
Pressurization	Yes
Estimated delivery date	1993

Fairchild (SA-227-AC) Metro III

Passenger capacity	19
Cruising speed (knots)	270
Maximum take-off weight (pounds)	16,000
Type of powerplant	Garrett
Pressurization	Yes



Fairchild Metro 23

Passenger capacity	19
Cruising speed (knots)	285
Maximum take-off weight (pounds)	16,500
Type of powerplant	Garrett
Pressurization	Yes

Fokker F-27 Mk500

Passenger capacity	50
Cruising speed (knots)	259
Maximum take-off weight (pounds)	45,000
Type of powerplant	Rolls Royce
Pressurization	Yes

Fokker F-28 Mk400

Passenger capacity	85
Cruising speed (knots)	447
Maximum take-off weight (pounds)	73,000
Type of powerplant	Rolls Royce
Pressurization	Yes

Fokker 50

Passenger capacity	50
Cruising speed (knots)	285
Maximum take-off weight (pounds)	45,900
Type of powerplant	Pratt Whitney Canada
Pressurization	Yes

Fokker 100

Passenger capacity	107
Cruising speed (knots)	432
Maximum take-off weight (pounds)	95,000
Type of powerplant	Rolls Royce
Pressurization	Yes

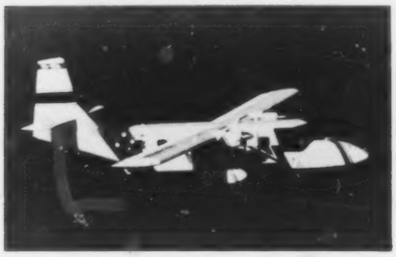
Aircraft Picture Directory

LET L610

Passenger capacity	40
Cruising speed (knots)	264
Maximum take-off weight (pounds)	30,865
Type of powerplant	General Electric
Pressurization	Yes

Nihon YS-11

Passenger capacity	58
Cruising speed (knots)	250
Maximum take-off weight (pounds)	55,100
Type of powerplant	Rolls Royce
Pressurization	Yes



Nomad N22B

Passenger capacity	12
Cruising speed (knots)	168
Maximum take-off weight (pounds)	8,500
Type of powerplant	Allison
Pressurization	No

Nomad II Airliner

Passenger capacity	16
Cruising speed (knots)	173
Maximum take-off weight (pounds)	9,200
Type of powerplant	Allison
Pressurization	No

Pilatus B-N (BN2B-20) Islander

Passenger capacity	8
Cruising speed (knots)	140
Maximum take-off weight (pounds)	6,500
Type of powerplant	Avco Lycoming
Pressurization	No

Piper PA-T1040

Passenger capacity	9
Cruising speed (knots)	220
Maximum take-off weight (pounds)	9,000
Type of powerplant	Pratt Whitney Canada
Pressurization	No

Saab 340

Passenger capacity	30-37
Cruising speed (knots)	272
Maximum take-off weight (pounds)	28,000
Type of powerplant	General Electric
Pressurization	Yes

Saab 340B

Passenger capacity	30-37
Cruising speed (knots)	285
Maximum take-off weight (pounds)	28,500
Type of powerplant	General Electric
Pressurization	Yes

Saab 2000

Passenger capacity	50
Cruising speed (knots)	360
Maximum take-off weight (pounds)	47,000
Type of powerplant	Allison
Pressurization	Yes
Estimated delivery date	1993

Shorts 330

Passenger capacity	30
Cruising speed (knots)	189
Maximum take-off weight (pounds)	22.,900
Type of powerplant	Pratt Whitney Canada
Pressurization	No

Shorts 360-300

Passenger capacity	36
Cruising speed (knots)	217
Maximum take-off weight (pounds)	27,100
Type of powerplant	Pratt Whitney Canada
Pressurization	No

Aircraft Performance Chart

HOW TO USE THE COMMUTER AIRPLANE CHARTS

B/CA's 1991 commuter charts is something of a hypothetical airline — an airline with the unlikely fleet composition of one of everything. We have typically operated each of these airplanes over three different stage lengths to see where each best fits in the marketplace.

All piston- and non-pressurized turboprop-powered aircraft are flown continuously over stages of 75, 150, and 275 statute miles, all within the confines of a 14-hour duty day. Pressurized turboprops are operated over stages of 150, 275 and 400 statute miles and jets over stages of 275, 400 and 800 miles.

According to the rules of the game, the airplanes carry 200 pounds per passenger seat, including luggage, plus maximum allowable fuel, which takes into account maximum landing weight at the first stop and zero-fuel weight limitations. Each departure consumes 10 minutes for start-up, taxi-out and takeoff under sea-level, ISA conditions. The aircraft uses best climb to optimum cruising altitude, descends to sea level with no provisions for approach, landing or taxi-in. And the balance of the distance is spent at high-speed cruise.

Each turnaround requires 20 minutes plus 10 minutes for each refueling. B/CA has found that this regime provides fairly realistic utilization of 7.5 to 11 hours per day. Minimum fuel requirements include provisions for a 45-minute hold at cruising altitude and cruising speeds plus an 87-nm alternate under the same conditions.

In cases where weight must be reduced, available fuel is reduced to the minimum for that mission, plus reserves, prior to the removal of any passengers. When a passenger(s) must

MANUFACTURER MODEL B/CA EQPD. PRICE	CHARAC-TERISTICS	DIMENSIONS (ft)		POWER	WEIGHTS (lb)			TAKEOFF	CLIMB		LIMITS
	Seating Seat Pitch Wing Noise	External	Internal	Engine Pwr. Output PSI	Max Ramp Max TO Max Land	Zero Fuel OEW Max. Pld.	Max Fuel Pld. M. Fuel Fuel M. Pld.	A/S SL ISA 5,000 + 20°C V_{MCA} V_{SSE}	Rate (fpm)	Alt. (ft)	V_{NE} V_A V_{FE} V_{LO}
		Length Height Span Turn Radius	Length Height Width Bag. Vol/Pass.						All Eng. Eng. Out	All Eng. Eng. Out	
Pilatus B-N Islander BN2B-26 $747,200	2 + 8 29.0 hi wing 77.7	35.7 12.4 49.0 31.0	10.0 4.1 3.6 5.3	2 Lyc 0-540-E4C5 260 hp ea. —	6,240 6,200 6,200	6,200 4,294 1,906	780* 1,166 40	1,118 1,725 40 65	1,000 207	15,500 6,100	184 107 88 —
Pilatus B-N Islander BN2B-20 $747,200	2 + 8 29.0 hi wing 77.7	35.7 12.4 49.0 31.0	10.0 4.1 3.6 5.3	2 Lyc IO-540K1B5 300 hp ea. —	6,600 6,560 6,560	6,300 4,424 1,876	780* 1,396 300	1,155 1,733 40 65	1,150 205	19,800 6,300	184 107 88 —
Cessna Aircraft Caravan I CE-208 $950,000	1 + 9 32.0 hi wing 82.5	37.6 14.8 52.1 31.9	15.8 4.5 5.3 10.2	1 P&W PT6A-114 600 shp —	8,035 8,000 7,800	8,000 4,276 3,724	2,224 1,535 35	2,200 3,100 — —	1,040 —	25,500 —	175 150 175 —
Cessna Aircraft Grand Caravan CE-208 $1,000,000	1 + 9 36 hi wing 82.5	41.6 14.8 52.1 32.8	16.7 4.5 5.3 10.2	1 P&W PT6A-114A 675 shp N/A	8,785 8,750 8,500	8,750 4,600 4,150	2,249 1,936 35	2,420 3,410 — —	975 —	25,000 —	175 148 175 —
Cessna Aircraft Grand Caravan CE-208B $1,250,000	1 + 13 36 hi wing 82.5	41.6 14.8 52.1 32.8	16.7 4.5 5.3 10.2	1 P&W PT6A-114A 675 shp N/A	8,785 8,750 8,500	8,750 4,700 4,050	2,249 1,836 35	2,420 3,410 — 86	975 —	25,000 —	175 148 175 —
Pilatus B-N Turbine Islander BN2T $1,500,000	2 + 8 29.0 hi wing 69.5	35.7 12.4 49.0 31.0	10.0 4.1 3.6 5.3	2 All 250-B17C 320 shp ea. —	7,045 7,000 6,800	6,600 4,220 2,380	1,440 1,385 445	1,250 1,900 47 75	1,050 215	25,500 10,200	152 113 88 —
Cessna Aircraft Caravan II CE-406 $1,650,000	2 + 12 28.0 low wing 72.0	39.0 13.1 49.5 31.5	12.8 4.3 4.7 7.6	2 P&W PT6A-112 500 shp ea. —	9,925 9,850 9,360	8,500 5,567 2,933	3,183 1,175 1,425	4,776 6,300 90 105	1,750 320	30,000 14,800	230 160 200 180
Dornier 228 Do 228-212 $3,000,000*	2 + 19 30.0 hi wing 72.3	54.3 15.8 55.6 48.5	23.3 5.1 4.5 6.5	2 AR TPE331-5 776 shp ea. N/A	14,175 14,109 13,448	13,095 8,249 4,846	4,156 1,770 1,080	2,550 3,400** 78 93	1,870 440	25,000 13,000	223 150 160 160
CASA C-212-300 $4,280,000	3 + 26 30.0 hi wing 87.6/93.7	53.1 20.7 66.9 49.2	21.3 5.9 6.9 4.8	2 AR TPE331-10 925 shp ea.* —	17,086 16,975 16,424	15,653 10,450 5,203	3,537 3,099 1,433	3,264** 4,790 85 110	1,670 341	28,000 11,500	200 146 135 —

N/A = Data not available — = Not applicable

be removed for such consideration, the seat also is removed for the purposes of calculating that mission profile. Other assumptions that may require some explanation:

WEIGHTS

If no published zero fuel weight exists, landing weight is used. The designation of basic operating weight (BOW) has been replaced with operational empty weight (OEW) to conform with Air Transport Association of America Specification for Manufacturers' Technical Data. OEW is the same as the former BOW and includes cockpit and cabin crew, manuals and baggage; usable engine oil and injection fluids; removable cabin, meal, and liquor service equipment; food and beverage; usable drinking and washing water; required emergency equipment, including rafts and life vests; and any cargo handling systems or equipment.

More specifically, pilots are considered to weigh 170 pounds each and flight attendants 130 pounds each. Manuals and charts weigh 15 pounds and galley stores and consumable liquids, including ice, is tabulated at two pounds per passenger seat for aircraft of more than 19 passenger seats.

PERFORMANCE PARAMETERS

All performance parameters are directly from the aircraft flight manual or from the manufacturers' computerized performance data except where noted in the remarks column. Also, unless otherwise noted, all performance parameters are under ISA/sea level conditions.

True airspeeds, fuel flows and flight levels listed under the heading of cruise reflect the cruise parameters during each airplane's longest mission listed under productivity factors. Speeds are shown in knots, although missions are displayed according to statute-mile distances.

CRUISE	B/CA PRODUCTIVITY FACTORS									NOTES
TAS FF FL	75 sm Mission			150 sm Mission			275 sm Mission			Certification Basis Remarks
	Stage/Fuel No. Pass. Eng. Hrs. Total Fuel	Total Trips Seat Miles sm/hr sm/lb	BS MF FL	Stage/Fuel No. Pass. Eng. Hrs. Total Fuel	Total Trips Seat Miles sm/hr sm/lb	BS MF FL	Stage/Fuel No. Pass. Eng. Hrs. Total Fuel	Total Trips Seat Miles sm/hr sm/lb	BS MF FL	
130 150 50	1 8 8.24 1,099	11 6,600 801 6.01	87 100 50	1 7 9.99 1,399	8 8,400 841 6.00	104 175 50	1 7 10.44 1,538	5 9,625 922 6.26	114 308 50	FAR 23, 1963 MGTOW 6,600 lbs. outside U.S. *Tip tanks available.
133 175 50	2 8 8.53 1,366	12 7,200 844 5.27	91 114 50	1 8 9.59 1,595	8 9,600 1,001 6.02	108 199 50	2 7 10.09 1,714	5 9,625 954 5.62	118 343 50	FAR 23, 1963 *Tip tanks available.
181 360 100	7 9 8.80 2,751	15 10,125 1,151 3.68	111 183 60	4 9 10.58 3,401	11 14,850 1,404 4.37	135 309 100	2 9 10.95 3,682	7 17,325 1,583 4.71	153 526 100	FAR 23, 1984 Baggage pod available.
182 379 100	9 9 10.66 3,401	18 12,150 1,139 3.57	110 189 60	5 9 9.73 3,210	10 13,500 1,387 4.21	134 321 100	4 9 11.01 3,836	7 17,325 1,574 4.52	152 548 100	FAR 23, 1984 Baggage pod available.
182 379 100	4 13 9.39 3,003	16 15,600 1,661 5.19	111 188 60	3 13 9.73 3,210	10 19,500 2,003 6.08	134 321 100	2 13 9.43 3,288	6 21,450 2,274 6.52	152 548 100	FAR 23, 1984 Baggage pod available.
158 328 100	3 8 9.22 2,757	14 8,400 912 3.05	99 197 100	2 8 9.63 2,987	9 10,800 1,122 3.62	122 332 100	1 8 10.56 3,349	6 13,200 1,250 3.94	136 558 100	FAR 23, 1965
236 609 100	3 12 7.82 3,921	15 13,500 1,725 3.44	125 261 100	2 12 9.56 5,149	12 21,600 2,258 4.19	163 429 100	2 12 10.07 5,683	8 26,400 2,621 4.65	190 710 100	SFAR 41, 1986
181 360 100	6 19 9.38 2,934	16 22,800 2,430 7.77	111 183 60	5 19 9.62 3,092	10 28,500 2,964 9.22	135 309 100	5 19 10.95 3,682	7 36,575 3,341 9.93	153 526 100	FAR 23, 1983 Amendment 34 *B/CA Estimate **WAT limited to 13,500 lbs.
198 775 135	1 25 8.04 4,745	12 22,500 2,797 4.74	97 395 80	1 25 9.25 5,759	9 33,750 3,650 5.86	127 640 100	1 23 9.47 6,396	6 37,950 4,009 5.93	151 1,066 100	FAR 25, 1978 *APR "on" **Landing weight limited.

N/A = Data not available — = Not applicable

Aircraft Performance Chart

PRODUCTIVITY FACTORS

Each mission profile provides 11 bits of information about that particular airplane. Stages per refueling reflect the airplanes' ability to tanker fuel and thus avoid making fuel purchases at points where contract fuel is not available. The number of passengers indicates whether the airplane can accommodate a full passenger load under the existing circumstances.

Engine hours indicate the aircraft's daily utilization and total fuel is that consumed during the 14-hour duty day. Total number of trips made during the 14-hour day may be just as important as the ability to tanker fuel, since squeezing one additional trip out of an airplane is the ability to offer that many more seat miles.

Seat miles do, of course, represent the availability of product that the airplane is able to offer to the marketplace. Seats that are not available cannot be filled. From an operational standpoint, productivity also is shown in terms of seat miles generated per engine hour and seat miles produced per pound of fuel during the 14-hour day.

The final three productivity factors relate to each individual mission. BS relates to block speed for each segment and MF is the mission, or block fuel consumed from engine start to shutdown. FL is the altitude at which the aircraft was operated during the cruise portion of the flight.

Technical data is straight forward. Noise relates to dBA sideline for smaller aircraft and EPNdB takeoff/approach. B/CA equipped price for airline aircraft is average-equipped and probably bears little resemblance to that actually paid by an airline when the multi-unit deals are consummated.

Takeoff data is shown in accelerate/stop distance for Part 23 aircraft and balanced [illegible]d for part 25 aircraft.

MANUFACTURER MODEL B/CA EQPD. PRICE	CHARACTERISTICS	DIMENSIONS (ft)		POWER	WEIGHTS (lb)			TAKEOFF	CLIMB		LIMITS
		External	Internal	Engine Pwr. Output PSI	Max Ramp Max TO Max Land	Zero Fuel OEW Max. Pld.	Max Fuel Pld. W. Fuel Fuel W. Pld.	A/S SL ISA 5,000 + 20°C VMCA VSSE	Rate (fpm)	Alt. (ft)	VNE VA VFE VLO
	Seating Seat Pitch Wing Noise	Length Height Span Turn Radius	Length Height Width Bag. Vol/Pass.						All Eng. Eng. Out	All Eng. Eng. Out	
Beech Aircraft 1300 Airliner BE-1300 $2,800,000*	2 + 13 30.0 low wing 79.2	43.8 15.0 54.5 39.8	16.7 4.8 4.5 8.5	2 P&W PT6A-42 850 shp ea. 6.5	12,590 12,500 12,500	11,000 8,300 2,700	3,645 645 1,590	3,750 5,050 94 121	2,400 499	25,000 16,600	260 180 199 180
Fairchild Aircraft Corp. Metro III SA227-AC $3,630,000*	2 + 19 30.0 low wing 74.8	59.4 16.7 57.0 38.5	25.4 4.8 5.2 9.8	2 AR TPE331-11U 1,100 shp ea.** 7.0	14,600 14,500 14,000	13,900 9,265 4,635	4,342 993 700	3,850 5,100 91 114	2,370 740	[illegible],700 1[illegible],500	248 175 215 175
Fairchild Aircraft Corp. Metro III (Heavy) SA227-AC $3,760,000*	2 + 19 30.0 low wing 74.8	59.4 16.7 57.0 38.5	25.4 4.8 5.2 9.7	2 AR TPE331-11U 1,100 shp ea.** 7.0	16,100 16,000 15,500	13,900 9,318 4,582	4,342 2,440 2,200	4,650 5,300*** 91 119	2,050 550	23,800 11,100	248 185 215 175
Fairchild Aircraft Corp. Metro 23 SA227-DC $3,900,000*	2 + 19 30.0 low wing 74.8	59.4 16.7 57.0 38.5	25.4 4.8 5.2 9.7	2 AR TPE331-11U 1,100 shp ea.** 7.0	16,600 16,500 15,675	14,500 9,377 5,123	4,342 2,881 2,100	4,870 5,950*** 91 138	2,330 580	25,000 11,300	246 182 215 175
Beech Aircraft 1900C Airliner BE-1900C $4,148,600	2 + 19 30.0 low wing 77.4	57.9 14.9 54.5 39.3	23.2 4.8 4.5 11.3	2 P&W PT6A-65B 1,100 shp ea.* 4.8	16,710 16,600 16,100	14,000 9,850 4,150	4,469 2,391 2,710	3,800 5,450 97 120	2,330 490	25,000 13,000	250 190 170 182
British Aerospace Jetstream Super 31 BAe-3201 $4,200,000*	2 + 19 32.0 low wing 81.0/87.0	47.2 17.5 52.0 41.1	24.3 5.9 6.1 7.7	2 AR TPE331-12 1,020 shp ea. 5.5	16,314 16,204 15,609	14,330 10,041 4,289	3,250 3,023 1,984	4,700 5,750** 99 120	2,080 N/A	25,000 12,000	250 180 170 160
Beech Aircraft 1900D Airliner BE-1900D $4,662,857	2 + 19 30.0 low wing N/A	57.9 14.9 57.9 N.A	23.2 5.9 4.5 12.5	2 P&W PT6A-67D 1,280 shp ea. 5.0	17,060 16,950 16,100	15,000 10,400 4,600	4,469 2,191 2,060	4,380 N/A N/A N/A	2,320 590	25,000 16,200	250 190 170 182
Embraer/FAMA Vector CBA-123 $5,500,000*	2 + 19 31.0 low wing 76.1/91.6	59.3 19.6 58.1 49.8	21.3 5.8 6.9 9.8	2 AR TPF351-20 1,300 shp ea. 8.2	21,032 20,944 20,392	18,739 13,988 4,751	4,802 2,242 2,293	4,700 6,550 94 125	2,350 520	36,000 18,000	200 190 200 200
Embraer Brasilia EMB-120A $7,800,000	3 + 30 31.0 low wing 81.2/92.3	65.1 20.8 64.9 51.7	30.8 5.8 6.9 7.5	2 P&W PW-118A 1,800 shp ea. 7.0	25,529 25,353 24,802	23,148 15,939 7,209	5,732 3,858 2,381	4,659 6,325 91 136	2,120 675	29,800 17,200	269 185 200 200

N/A = Data not available — = Not applicable

Aircraft Performance Chart

	CRUISE	B/CA PRODUCTIVITY FACTORS									NOTES
	TAS FF FL	150 sm Mission			275 sm Mission			400 sm Mission			Certification Basis Remarks
		Stage/Fuel No. Pass. Eng. Hrs. Total Fuel	Total Trips Seat Miles sm/hr sm/lb	BS MF FL	Stage/Fuel No. Pass. Eng. Hrs. Total Fuel	Total Trips Seat Miles sm/hr sm/lb	BS MF FL	Stage/Fuel No. Pass. Eng. Hrs. Total Fuel	Total Trips Seat Miles sm/hr sm/lb	BS MF FL	
	268 648 240	1 13 7.89 5,277	11 21,450 2,719 4.06	181 480 160	1 13 9.07 5,874	8 28,600 3,154 4.87	211 734 230	1 13 10.85 6,824	7 36,400 3,355 5.33	225 975 240	FAR 23, 1973/80 Baggage pod standard. *B/CA Estimate
	272 679 160	1 19 8.13 5,645	12 34,200 4,204 6.06	192 470 100	1 18 9.87 6,875	9 44,550 4,512 6.48	218 764 120	1 18 10.57 6,919	7 50,400 4,768 7.28	230 988 160	CAR 3, 1965 SFAR 41(B) 1981 *B/CA Estimate **Wet
	271 678 160	4 19 8.83 6,118	13 37,050 4,195 6.06	191 471 100	2 19 9.87 6,647	9 47,025 4,766 7.07	218 739 140	2 19 10.61 6,946	7 53,200 5,016 7.66	230 992 160	SFAR 41(B) 1981 *B/CA Estimate **Wet ***WAT limited to 14,500 lbs.
	287 762 160	4 19 9.23 6,689	14 39,900 4,325 5.96	197 478 120	3 19 10.46 7,736	10 52,250 4,994 6.75	228 774 140	2 19 10.11 7,264	7 53,200 5,262 7.32	241 1,038 160	FAR 23 Commuter 1990 *B/CA Estimate **Wet ***WAT limited to 15,750 lbs.
	268 648 240	4 19 9.32 6,237	13 37,050 3,974 5.94	181 480 160	3 19 10.20 6,608	9 47,025 4,610 7.12	211 734 230	2 19 10.85 6,824	7 53,200 4,904 7.80	225 975 240	FAR 23, 1965 SFAR 41(C) 1983 Cargo door std. Wet wing
	240 571 230	3 19 8.78 5,543	12 34,200 3,897 6.17	178 462 170	2 19 10.56 6,466	9 47,025 4,452 7.27	204 718 210	1 19 10.03 5,825	6 45,600 4,549 7.83	208 971 230	FAR 23 Commuter 1988 *B/CA Estimate ** WAT limited to 15,150 lbs.
	268 648 240	3 19 8.96 7,597	13 37,050 4,137 4.88	218 584 190	2 19 9.98 7,940	9 47,025 4,714 5.92	248 882 230	1 19 10.50 8,134	7 53,200 5,067 6.54	267 1,162 240	FAR 23 Commuter Rule March 1991 All Data Preliminary Dual EFIS Std.
	347 965 250	4 19 9.17 7,569	14 39,900 4,353 5.27	199 541 250	2 19 9.67 8,471	10 52,250 5,404 6.17	247 847 250	1 19 10.22 9,247	8 60,800 5,946 6.58	272 1,156 250	FAR 25 Pending All Data Preliminary *B/CA Estimate
	312 1,075 250	3 30 8.78 9,302	13 58,500 6,660 6.29	192 716 200	2 30 10.16 11,194	10 82,500 8,121 [illegible]	235 1,119 220	1 30 9.76 10,211	7 84,000 8,607 8.23	250 1,459 250	FAR 25, 1985

N/A = Data not available — = Not applicable

Aircraft Performance Chart

MANUFACTURER MODEL B/CA EQPD. PRICE	CHARAC-TERISTICS	DIMENSIONS (ft)		POWER	WEIGHTS (lb)			TAKEOFF	CLIMB		LIMITS
		External	Internal						Rate (fpm)	Alt. (ft)	
	Seating Seat Pitch Wing Noise	Length Height Span Turn Radius	Length Height Width Bag. Vol/Pass.	Engine Pwr. Output PSI	Max Ramp Max TO Max Land	Zero Fuel OEW Max. Pld.	Max Fuel Pld. M. Fuel Fuel M. Pld.	A/S SL ISA 5,000 + 20°C V_{MCA} V_{XSE}	All Eng. Eng. Out	All Eng. Eng. Out	V_{MO} V_A V_{FE} V_{LO}
Saab-Scania AB SF-340B $8,000,000	3 + 35 30.0 low wing 77.0/84.0	64.8 22.6 70.3 52.0	34.1 6.0 7.1 6.9	2 GE CT7-9B 1,750 shp ea. 7.0	28,800 28,500 28,000	26,000 17,715 8,285	5,700 5,385 2,800	4,200 6,850 98 133	1,710 510	25,000 11,700	250 180 175 200
Boeing DHC Div. Dash 8-100 $8,950,000*	3 + 37 31.0 hi wing 80.8/94.8	73.0 24.6 85.0 59.3	30.1 6.4 8.1 9.94	2 P&W PW-120A 2,000 shp ea. 5.5	34,700 34,500 33,900	31,000 22,600 8,400	5,678 6,422 3,700	3,090 3,950** 74 115	1,560 450	25,000 15,000	N/A 165 148 158
CASA/Nurtanio CN-235 $9,200,000	3 + 44 30.0 hi wing 84.0/87.0	70.0 26.9 84.7 62.2	32.7 6.2 8.9 5.6	2 GE CT7-9C 1,750 shp ea. 3.6	33,400 33,290 32,850	31,585 21,670 9,370	9,213 2,517 1,815	4,380 7,000 87 105	1,527 494	25,000 15,300	240 160 150 150
Aeritalia/ Aerospatiale ATR 42-300 $10,400,000	3 + 46 30.0 hi wing 84.5/94.0	74.4 24.9 80.6 56.0	31.4 6.3 8.4 7.4	2 P&W PW-120 1,800 shp ea. 6.0	36,861 36,817 36,155	33,510 22,130 11,380	9,920 4,811 3,351	3,527 4,921* 88 130	1,450 298	25,000 13,500	250 164 160 160
Aeritalia/ Aerospatiale ATR 42-320 $10,600,000	3 + 46 30.0 hi wing 84.5/94.0	74.4 24.9 80.6 56.0	31.4 6.3 8.4 7.4	2 P&W PW-121 1,900 shp ea. 6.0	36,861 36,817 36,155	33,510 22,130 11,380	9,920 4,811 3,351	3,527 4,921* 88 130	1,430 298	25,000 13,500	250 164 160 160
Fokker B.V. Fokker 50 $11,000,000*	3 + 50 32.0 hi wing 81.0/96.7	82.8 27.8 95.2 59.3	52.4 6.4 8.2 7.7	2 P&W PW-124 2,500 shp ea. 5.47	45,900 45,900 43,500	41,000 28,000 13,000	9,090 8,810 4,900	4,430 7,220** 91 136	2,120 N/A	29,800 12,000	269 185 200 200
Boeing DHC Div. Dash 8-300 $11,150,000	3 + 50 32.0 hi wing 80.1/93.2	84.3 24.6 90.0 65.6	41.3 6.2 8.2 8.22	2 P&W PW-123 2,380 shp ea. 5.5	41,300 41,100 40,000	37,200 25,700 11,500	5,678 9,922 4,100	3,500 4,400* 77 N/A	1,800 450	25,000 13,500	243 176 160 159
British Aerospace Adv. Turboprop BAe ATP $12,500,000*	4 + 64 31.0 low wing 79.5/95.8	85.3 23.4 100.5 79.9	63.0 6.3 8.1 N/A	2 P&W PW-126A 2,368 shp ea. 5.5	50,700 50,550 49,050	46,800 31,595 15,205	7,905 11,200 3,900	4,700 6,700** 92 114	2,080 390	25,000 12,000	223 176 177 168
Aeritalia/ Aerospatiale ATR 72 $12,900,000	4 + 64 31.0 hi wing N/A	89.1 25.1 88.8 63.0	63.0 6.3 8.4 6.1	2 P&W PW-124 2,400 shp ea. 6.0	47,466 47,400 47,047	43,430 25,947 17,483	11,025 10,494 4,036	3,500 6,577* 90 138	1,500 N/A	25,000 11,500	250 172 170 170

N/A = Data not available — = Not applicable

Aircraft Performance Chart

	CRUISE	B/CA PRODUCTIVITY FACTORS									NOTES
	TAS FF FL	150 sm Mission			275 sm Mission			400 sm Mission			Certification Basis Remarks
		Stage/Fuel No. Pass. Eng. Hrs. Total Fuel	Total Trips Seat Miles sm/hr sm/lb	BS MF FL	Stage/Fuel No. Pass. Eng. Hrs. Total Fuel	Total Trips Seat Miles sm/hr sm/lb	BS MF FL	Stage/Fuel No. Pass. Eng. Hrs. Total Fuel	Total Trips Seat Miles sm/hr sm/lb	BS MF FL	
	269 876 240	4 35 9.26 8,219	13 68,250 7,369 8.30	182 632 190	3 35 10.38 8,733	9 86,625 8,343 9.92	207 970 240	2 35 10.96 9,299	7 98,000 8,940 10.54	222 1,328 240	JAR/FAR 25, 1989
	262 985 240	3 37 9.11 11,020	13 72,150 7,922 6.55	186 848 130	2 37 10.07 11,601	9 91,575 9,090 7.89	214 1,289 200	2 37 10.82 11,679	7 103,600 9,577 8.87	225 1,668 240	FAR 25, 1984 *B/CA estimate **WAT limited to 32,300 lbs, flaps 15°
	248 1033 180	2 44 9.60 8,580	12 79,200 8,250 9.23	163 715 180	1 44 10.01 9,397	8 96,800 9,674 10.30	191 1,175 180	1 44 10.12 9,777	6 105,600 10,437 10.80	206 1,629 180	FAR 25, 1986
	270 935 250	5 46 10.23 11,107	15 103,500 10,119 9.32	191 740 150	3 46 9.97 10,346	9 113,850 11,424 11.00	216 1,150 200	3 46 10.73 10,302	7 128,800 12,000 12.50	227 1,472 250	JAR/FAR 25, 1985 *WAT limited to 36,155 lbs.
	275 966 250	5 46 10.18 11,104	15 103,500 10,168 9.32	192 740 150	3 46 9.94 10,361	9 113,850 11,456 10.99	216 1,151 200	3 46 10.52 10,092	7 128,800 12,241 12.76	232 1,442 250	JAR/FAR 25, 1985 *WAT limited to 36,155 lbs.
	276 1,273 210	5 50 10.27 12,616	15 112,500 10,957 8.92	190 841 180	5 50 11.64 14,199	11 151,250 12,996 10.65	226 1,291 220	3 50 10.25 12,720	7 140,000 13,657 11.01	238 1,817 210	JAR/FAR 25 1987 *B/CA Estimate **WAT limited to 42,100 lbs.
	271 1,116 250	3 50 8.74 12,424	13 97,500 11,158 7.85	193 956 160	3 50 9.64 12,744	9 123,750 12,835 9.71	223 1,416 220	2 50 10.59 12,730	7 140,000 13,222 11.00	230 1,819 250	FAR 25, 1989 *WAT limited to 38,000 lbs, flaps 15°
	262 1,431 180	3 64 8.68 11,952	12 115,200 13,273 9.64	180 996 120	3 64 10.21 14,105	9 158,400 15,509 11.23	211 1,567 170	1 64 11.00 28,306	7 179,200 16,293 6.33	221 4,044 180	JAR/FAR 25, 1988 *B/CA Estimate **WAT limited to 45,500 lbs.
	262.4 1,133 250	7 64 10.89 14,086	16 153,600 14,110 10.90	191 880 150	5 64 11.14 14,071	10 176,000 15,800 12.51	215 1,407 200	3 64 11.35 15,003	8 204,800 18,043 13.65	245 1,875 250	JAR/FAR 25, Pending *WAT limited to 45,415 lbs.

N/A = Data not available — = Not applicable

Aircraft Performance Chart

MANUFACTURER MODEL B/CA EQPD. PRICE	CHARAC-TERISTICS	DIMENSIONS (ft)		POWER	WEIGHTS (lb)			TAKEOFF	CLIMB		LIMITS
	Seating Seat Pitch Wing Noise	External	Internal	Engine Pwr. Output PSI	Max Ramp Max TO Max Land	Zero Fuel OEW Max. Pld.	Max Fuel Pld. M. Fuel Fuel M. Pld.	A/S SL ISA 5,000 + 20°C V_{MCA} V_{XSE}	Rate (fpm)	Alt. (ft)	V_{NE} V_A V_{FE} V_{LO} —
		Length Height Span Turn Radius	Length Height Width Bag. Vol/Pass.						All Eng. Eng. Out	All Eng. Eng. Out	
Canadair RJ100 $15,500,000	3 + 50 31.0 low wing 81.0/91.0	88.4 20.7 70.3 75.0	34.7 6.1 8.4 10.6	2 GE CF34-3A1 9,220 lbs ea.* 8.3	47,700 47,450 44,700	42,200 30,100 12,100	9,380 8,220 5,500	5,250 8,800 101 N/A	3.500 1,100	37,000 15,000	335 216 186 250
Canadair RJ100ER N/A	3 + 50 31.0 low wing 81.0/91.0	88.4 20.7 70.3 75.0	34.7 6.1 8.4 10.6	2 GE CF34-3A1 9,220 lbs ea.* 8.3	51,250 51,000 47,000	44,000 30,122 13,878	14,338 6,790 7,250	6,130 10,860 101 N/A	3,200 950	35,600 12,500	335 216 186 250
British Aerospace BAe 146-100 $21,100,000*	4 + 82 33.0 hi wing 81.8/95.6	85.8 28.3 86.4 37.8	50.6 6.7 11.2 7.4	4 Textron ALF502R-5 6,970 lbs ea. 6.5	84,500 84,000 77,500	68,500 49,000 19,500	20,640 14,860 16,000	3,790 6,730 91 185	2,900 N/A	31,000 21,500	300 205 210 205
British Aerospace BAe 146-200 $21,500,000*	4 + 100 33.0 hi wing 85.2/95.8	93.8 28.2 86.4 41.2	58.4 6.7 11.2 8.0	4 Textron ALF502R-5 6,970 lbs ea. 6.5	93,500 93,000 81,000	75,000 51,300 23,700	20,640 21,560 18,500	4,530 10,130 89 193	2,600 N/A	31,000 17,000	295 220 205 205
Fokker B.V. Fokker 100 $22,500,000*	5 + 107 32.0 low wing 81.8/93.0	116.6 27.9 92.1 48.0	69.5 6.6 10.2 8.4	2 RR TAY 15,100 lbs ea. 7.45	98,500 98,000 88,000	81,000 55,000 26,000	23,080 20,420 17,500	6,200 10,000 91 136	2,120 N/A	29,800 13,000	269 185 200 200
British Aerospace BAe 146-300 $23,600,000*	5 + 103 31.0 hi wing 86.0/96.0	101.7 28.2 86.4 45.8	66.2 6.7 11.2 9.7	4 Textron ALF502R-5 6,970 lbs ea. 6.5	98,000 97,500 84,500	78,500 53,951 24,549	20,640 23,409 19,500	6,000 12,000 N/A N/A	2,456 N/A	31,000 N/A	295 235 210 205

N/A = Data not available — = Not applicable

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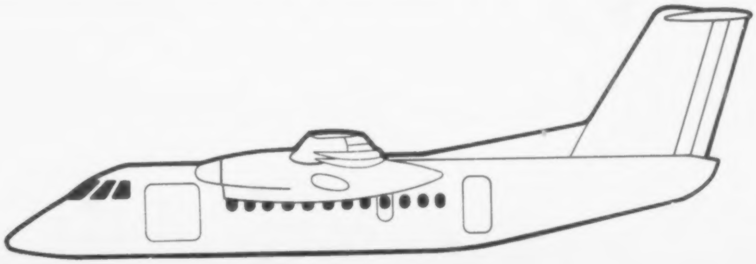
Aircraft Performance Chart

CRUISE	B/CA PRODUCTIVITY FACTORS									NOTES
	275 sm Mission			400 sm Mission			800 sm Mission			
TAS FF FL	Stage/Fuel No. Pass. Eng. Hrs. Total Fuel	Total Trips Seat Miles sm/hr sm/lb	BS MF FL	Stage/Fuel No. Pass. Eng. Hrs. Total Fuel	Total Trips Seat Miles sm/hr sm/lb	BS MF FL	Stage/Fuel No. Pass. Eng. Hrs. Total Fuel	Total Trips Seat Miles sm/hr sm/lb	BS MF FL	Certification Basis Remarks
459 2,576 370	2 50 9:38 21,145	11 151,250 16,122 7.15	280 1,922 340	2 50 10.02 23,074	9 180,000 17,965 7.80	313 2,564 370	1 50 11.14 28,448	6 240,000 21,540 8.44	374 4,741 350	JAR/FAR 25 Pending *APR "On" All Data Preliminary
459 2,576 370	4 50 10.23 23,068	12 165,000 16,122 7.15	280 1,922 340	3 50 10.02 23,074	9 180,000 17,965 7.80	313 2,564 370	1 50 11.14 28,448	6 240,000 21,540 8.44	374 4,741 35 0	JAR/FAR 25 Pending *APR "On" All Data Preliminary
421 4,730 250	3 82 10.38 47,956	12 270,600 26,070 5.64	276 3,996 210	3 82 9.59 43,266	9 295,200 30,784 6.82	327 4,807 250	1 82 11.34 52,236	6 393,600 34,714 7.54	368 8,706 250	FAR 25, 1983 *B/CA Estimate
421 5,311 250	4 100 10.27 47,245	12 330,000 32,126 6.98	279 3,937 210	3 100 9.74 47,063	9 360,000 36,964 7.65	322 5,229 250	1 100 11.44 57,640	6 480,000 41,964 8.33	365 9,607 250	FAR 25, 1983 *B/CA Estimate
434 4,310 350	4 107 10.32 46,380	13 382,525 37,064 8.25	301 3,568 270	4 107 10.39 44,888	10 428,000 41,175 9.53	335 4,489 350	2 107 11.03 47,609	6 513,600 46,547 10.79	378 7,935 350	JAR/FAR 25 1987 *B/CA Estimate
432 5,838 250	4 103 10.32 48,647	12 339,900 32,936 6.99	278 4,054 200	3 103 9.95 49,391	9 370,800 37,282 7.51	315 5,488 250	1 103 11.45 61,064	6 494,400 43,179 8.10	364 10,177 250	FAR 25, 1983 *B/CA Estimate

N/A = Data not available — = Not applicable



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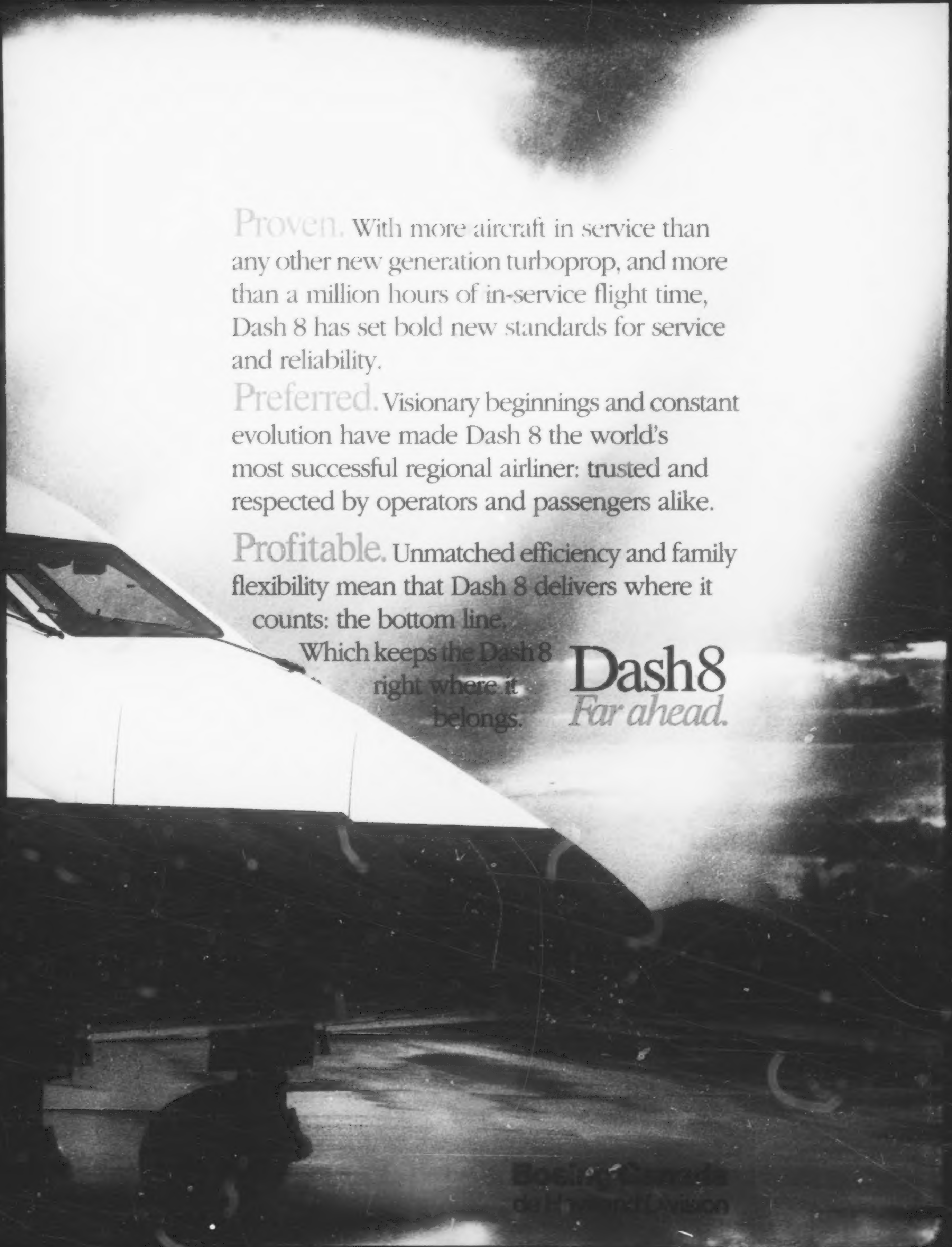

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Industry Projection

Projection 2001

Karl Zaeske - Rockwell International Collins Avionics

An economic recession, sharply increased but moderating airline fuel costs, combined with the effect upon air travel of a Middle East war, have created operational changes in the entire U.S. scheduled airline system. Regional airlines, as a strong integrated contributor to domestic air travel, are facing new operations challenges now and over the long term.

Market Conditions

The overall U.S. air system, following recession and fuel cost increases, has seen recent growth decline in both traffic and revenues resulting in some bankruptcies, route and frequency realignment, equipment downsizing, and grounding of less efficient aircraft. Regional affiliate routes vacated amidst these conditions have been readily assimilated into the overall regional feed system, occasioning some efforts to accelerate new deliveries to meet added route requirements. While U.S. domestic traffic improved moderately (2.2%) in 1990, the U.S. scheduled regional airline system again demonstrated mixed but exceptional net gain in both reported passenger enplanements, (up 12.6%) and revenue passenger miles (RPM's) performed (up 12.4%) over 1989. At the same time fleet Available Seat Mile (ASM) capability increased 11.6% over 1989 and net seat capacity added accounted for 3,914 more seats, for a 10% increase. Considering ASM growth since 1987, fleet new turboprop aircraft additions now account for most of the 1990 ASM gain, while Air System Productivity factors have declined substantially as a percent of the annual gain in 1990 (Chart 1). Current average unit turboprop ASM's performed per year are up 32% over 1986.

Traffic and passenger gains for 1990 have also been achieved as a result of increases in both turboprop and piston markets served and departures (Charts 2 and 3). As a share of each for 1990, over 200 nautical mile (NM) routes now represent a 28% and 31% share. Scheduled piston operations have sharply increased in the May 1990 to January 1991 period where markets served increased 22% and departures are up 30%, both as a result of an increase of 45% in Alaskan operations. Scheduled turboprop average stage length (SH&E ABC) was at 160 SM in 1990 and similar piston operations about 119 SM.

Announced new turboprop airline orders (Chart 4) achieved a peak in 1989 where 55% of the seat capacity ordered was in 20-39 seat aircraft. While 1990 reflects a 33%, and the current 1991 first quarter a 60%, net airline unit order decline, the average seat size on order increased to 32, up from 26 in 1986. Current U.S. dollar value on order approximates $3.5 billion, plus more than $6.0 billion in identified options. At the same time worldwide used regional turbines available for purchase or lease have increased from 222 units at end calendar year 1989, to over 300 currently identified, of which about 200 are models with 19 seats or less.

Currently plausible short-term conditions and resultant regional airline system implications are summarized in Table 1. Overall the recessionary net effect will become more visible in the Second Quarter 1991, with varying impact on each level of regional carrier. Moderating fuel cost improvement will be largely offset by fare discounting and new regulatory costs combined with reduced traffic and load factors during much of 1991. A better structured and cost positioned industry will enter an improving 1992 election year.

Table 1

Short-Term Conditions

1991-92 Environment

- Recession and war dampen travel
- Continued Gulf presence into 1992
- Moderate U.S. recovery in second half 1991
- No further oil or economic surprises
- Oil price in $16-22 BBL thru 1992
- Lower inflation and interest rates
- Fed policy clears credit stress

Risks

- Lingering, deeper recession
- Fed policy non-accommodating
- Consumer does not respond

Regional Airline Implications

Less positive

- Reduced domestic travel all sectors 1991
- Declining load factors and lower yields expected
- Financial losses worsen 1991
- More airline structural consolidation
- Excess system capacity into 1992
- Park, return, sell cost-inefficent fleet
- Used aircraft values decline
- Delay in large volume new orders
- Option pick-up limitation
- Some lease/finance difficulty 1991

Positive

- Cost containment all operations
- Emphasis on hub feed frequency versus point-point
- New, cost efficient, productive aircraft in demand
- Some new delivery acceleration
- Used aircraft price/lease bargains
- Better positioned industry for real growth
- Product differential in customer service

Looking to the Year 2001

The post 1991-92 period continues positive U.S. air system growth, even considering long range economic trend parameters which suggest a relatively slower potential for the next decade. The recent legacy of recession and fuel price shock again places airline priority upon cost containment policies affecting all operational areas. Current air system issues continue to resist even slow resolution and further dampen growth potential. On the positive side, increasing markets served commensurate with steady air penetration growth of U.S. intercity travel markets, strengthens air travel volume in the mid to later forecast period. Regional type system growth continues to outperform average annual growth of the large commercial carriers in a variable annual range of 7-12% over the forecast period. Passenger enplanements (Chart 5) exceed 81 million in 2001 and revenue passenger miles performed approach 16.5 billion.

Structurally, the year 2001 suggests difficulty in clear identification of a "Regional Airline" system except in terms of specific type or size of operational routes served. Whether there are 5 or 8 large commercial carriers, tight vertical integration from global to 50-100 statute mile feed service will predominate employing a standardized selection of route flexible jet and turboprop equipment. A second scheduled tier of peripheral feed and selected point-point regional service will operate under "market agreements." Certificated, scheduled independent services are limited to essential service type carriers and a much reduced number of scheduled piston operators except for Alaskan markets. "New" airline entrants are the exception and primarily the sole effect of structural consolidation considering regulatory, route development and financial initiation requirements.

Operationally, cost containment policies will continue to prioritize hub and spoke geometric service development. Traditional regional spoke services will result in finite equipment, fare and seat management for yield performance. Spoke or feed operations will provide part of the potential for sustained traffic growth as more intermediate-sized cities are added to a secondary hub structure employing mostly under 100 seat aircraft. New route hub extensions also contribute to long range growth where population density combined with new, faster, cost advantage aircraft enable reach out route service. These route additions will continue to emphasize hub volume and associated economies. As a share of total departures, routes above 200 statute miles will gain in share to about 34-36% over the forecast period.

Deregulation sponsored regional growth utilizing available 19 seat and less aircraft. New engine technology has and continues to provide a growing variety of new, cost effective aircraft ranging up to our forecast parameter of 70 seats or less. Consequent new aircraft deliveries in the past several years have enabled both route application flexibility and improved customer acceptance. Current turboprop fleet age (Chart 6) reflects the proportionate low fleet age of new deliveries in recent years. New delivery rates to U.S. airlines will continue in the 160-180 per year range through 1992 given current backlogs. Some order slowing and option pickup limitation will then slow acceptance rates until 1994. Thereafter mid-decade availability of new, faster, cost effective and larger aircraft will increase. Associated fleet reductions of both older 19 seat and piston models have maintained a capacity to performance balance. In recent months grounding or return to lease sources has reduced the propensity for excess capacity. Absolute older design retirement from the scheduled larger traffic growth airlines along with larger seat size aircraft additions will effectively stabilize the overall fleet unit growth over the forecast period (Chart 7).

Commensurate with the inception of larger, improved performance models, overall fleet utilization parameters have trended toward faster system block speeds, daily block hours, and consequent growth in average ASM's performed per fleet aircraft. Average 1990 annual ASM's per fleet aircraft were up 13% over 1986 and will increase another 34% by 2001. Turbine fleet average seat capacity of about 26 seats in 1990 should average in excess of 34 seats in 2001.

Projected fleet composition continues to change measured in seat size as shown below:

Percent Share-Total Fleet

(as measured in aircraft fleet, seats and ASM's)

Seats	Fleet		Seats		ASM's	
	1990	2001	1990	2001	1990	2001
40-70	8	25	19	39	19	47
20-39	24	44	37	46	48	45
< 19	43	24	36	14	30	7
Piston	25	7	8	1	3	1

Seat size, seat cost/yield economics and better managed airline services create a changing fleet structure. A doubling of air system demand in a jet ATC system amidst slow resolution of airport/airways infrastructure issues will support substantial 30-70 seat market growth through the forecast period. Over forty seats growth is achieved late in the forecast period and includes new fast turboprop and jet designs. In 2001 fully vertically integrated airlines will operate few 19 seat or less aircraft, although this sector does not disappear from the regional airline scheduled fleet.

In summary, the structural, operational and clearly the composition of the regional fleet dramatically change over the next decade. Underlying this forecast is the belief that the movement of people and goods by a more integrated air system can exceed most growth estimates and may belie the contention that regional service is a mature industry.

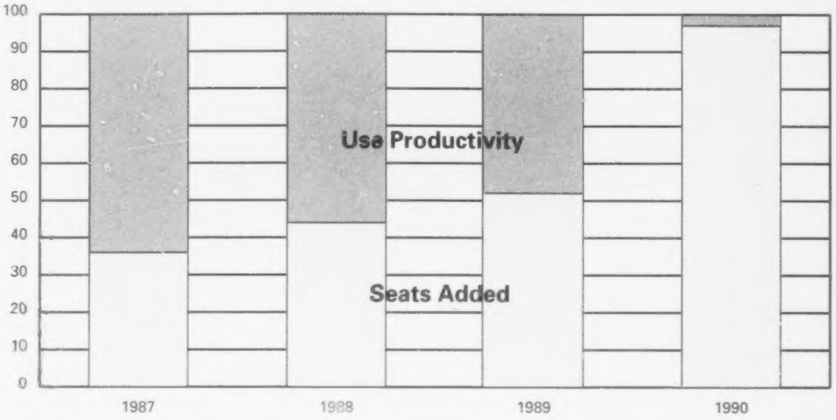
Industry Projection

ASM Growth Contributors 1987–1990

chart 1

▨ Use Productivity

☐ RPMS



Source: Rockwell International, Collins Avionics

Turboprop Markets Served 1989–January 1991

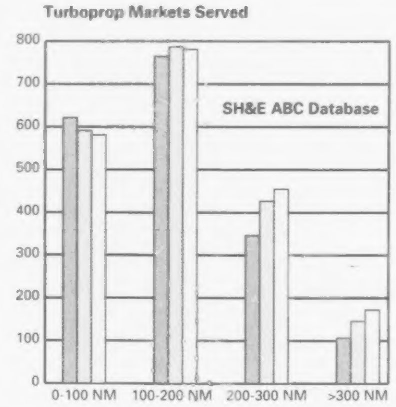
chart 2

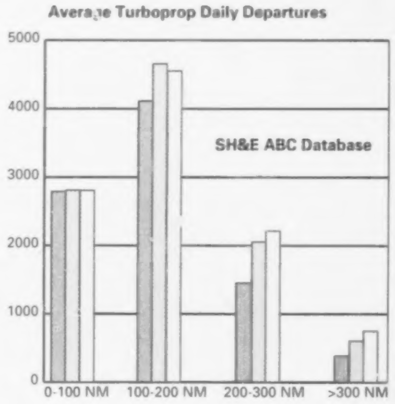
▨ 1989 ▨ 1989 ☐ 1989

Average Turboprop Daily Departures 1989–January 1991

chart 3

▨ 1989 ▨ 1989 ☐ 1989





Source: Rockwell International, Collins Avionics

Regional Orders For Turboprop Airplanes 1986–1990

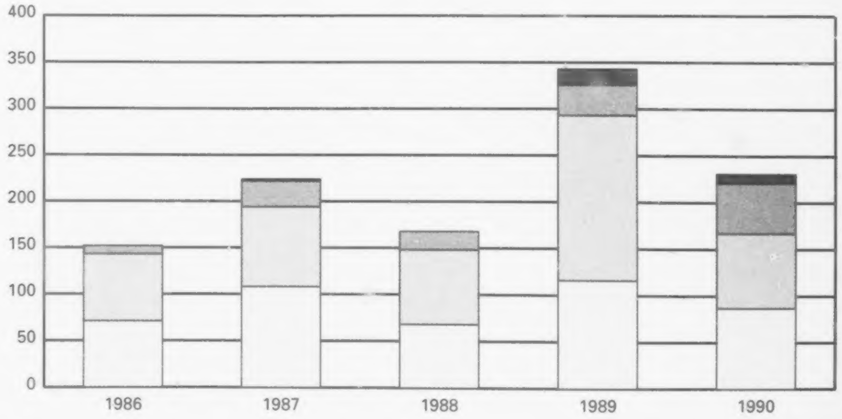
chart 4

■ > 60 Seats

▨ 40–59 Seats

▨ 20–39 Seats

☐ < 19 Seats



Source: Rockwell International, Collins Avionics

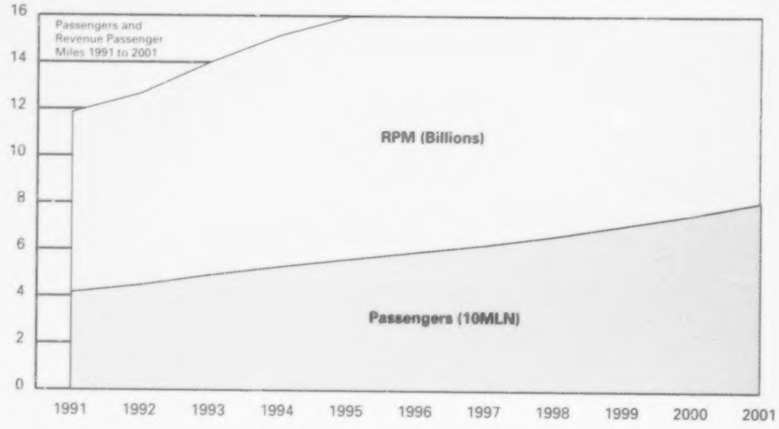
Industry Projection

US Regional Airline Traffic Forecast

Chart 5

▨ Passengers (10MLN)

☐ RPM (Billions)



Source: Rockwell International, Collins Avionics

U.S. Turboprop Fleet Age Distribution

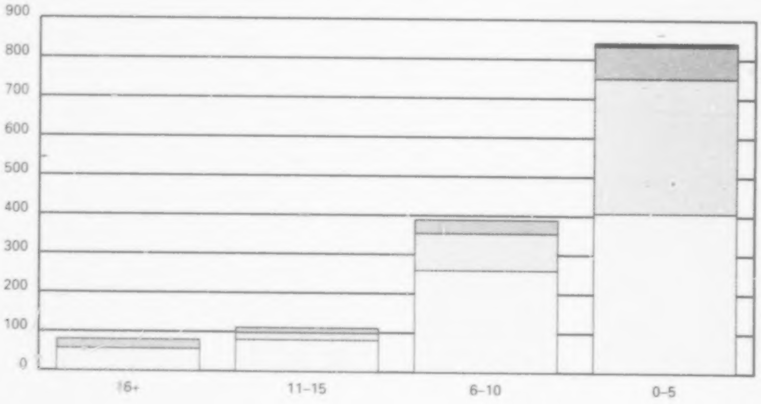
chart 6

■ > 60 Seats

▨ 40-59 Seats

▨ 20-39 Seats

☐ < 19 Seats



Source: Rockwell International, Collins Avionics

Forecast Regional Airline Fleets: 1991-2001

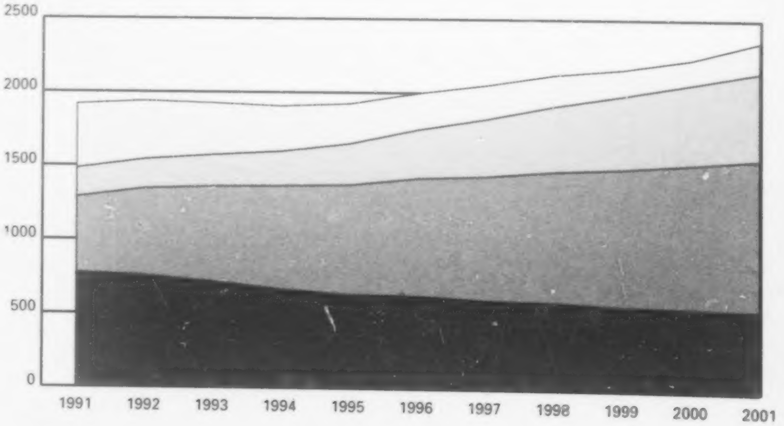
chart 7

■ 10-19 Seats

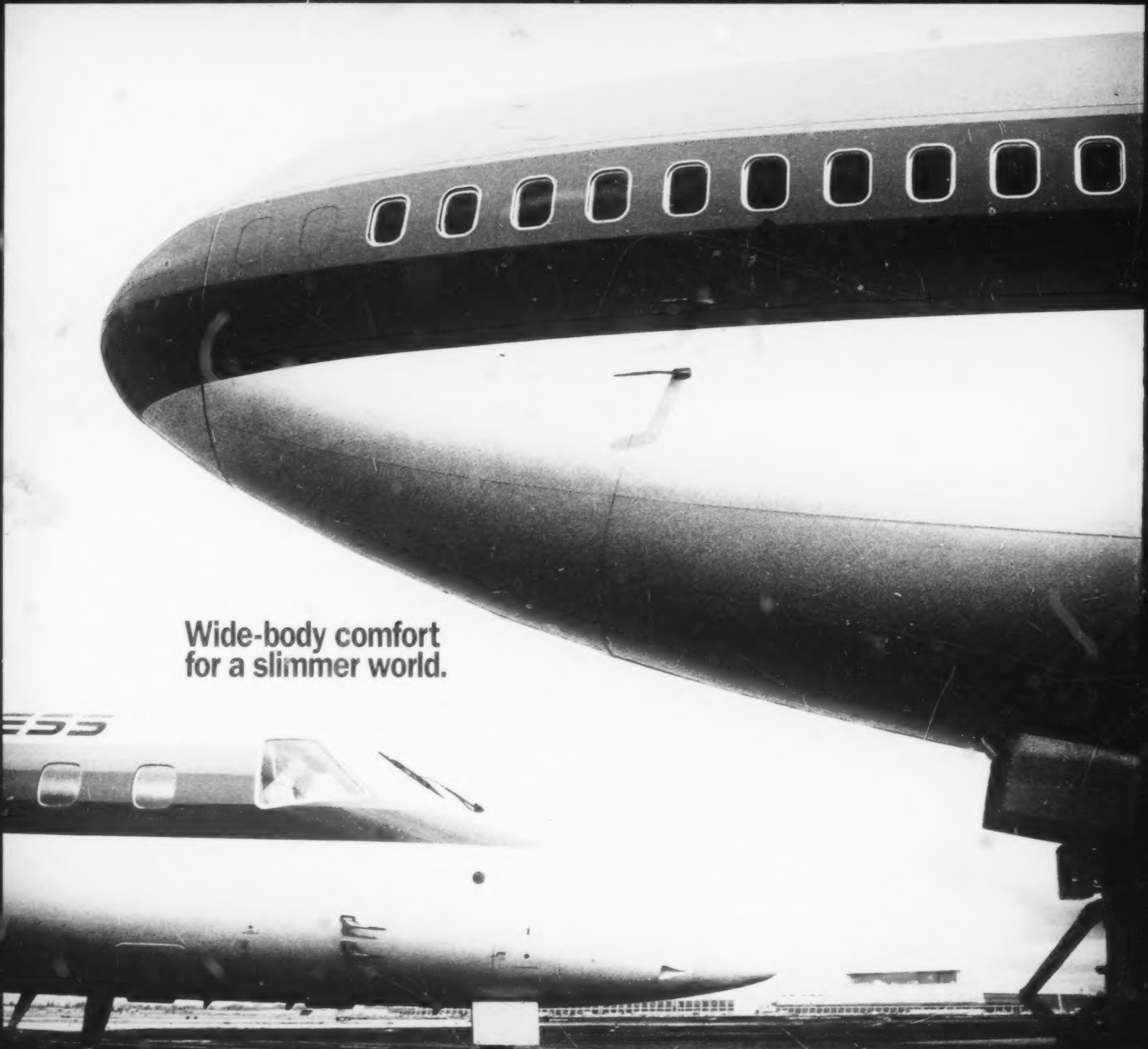
▨ 20-39 Seats

▨ 40-70 Seats

☐ Piston Engine



Source: Rockwell International, Collins Avionics



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Simulators in Operation

ATR-42/72
Houston, TX
Philadelphia/Wilmington
BAE JETSTREAM 31
Atlanta, GA
Seattle, WA
St. Louis, MO
BEECH 1900
LaGuardia Airport, NY
BOEING
727-200
Atlanta, GA
St. Louis, MO (two)
737-300 (EFIS)
Seattle, WA (two)
737-300
Houston, TX
Long Beach, CA
Salt Lake City, UT
757-200
Seattle, WA (two)
767-300ER
Seattle, WA
BOEING CANADA
DASH-8
Toronto, Canada (two)
DASH-7
Toronto, Canada
EMBRAER 120
Atlanta, GA
Houston, TX
Seattle, WA
MCDONNELL DOUGLAS
DC-9
St. Louis, MO (two)
MD-80
Long Beach, CA (two)
St. Louis, MO
MD-88/87
Long Beach, CA
MERLIN METRO III
Salt Lake City, UT
San Antonio, TX
Seattle, WA
St. Louis, MO
SAAB 340
San Antonio, TX
St. Louis, MO
SHORTS 360
La Guardia Airport, NY

Under Development*

ATR-42/72
DASH-8 (three)
EMBRAER 120 (two)
FOKKER 100 (two)
JETSTREAM 31
MD-88/87
METRO III
TWIN OTTER

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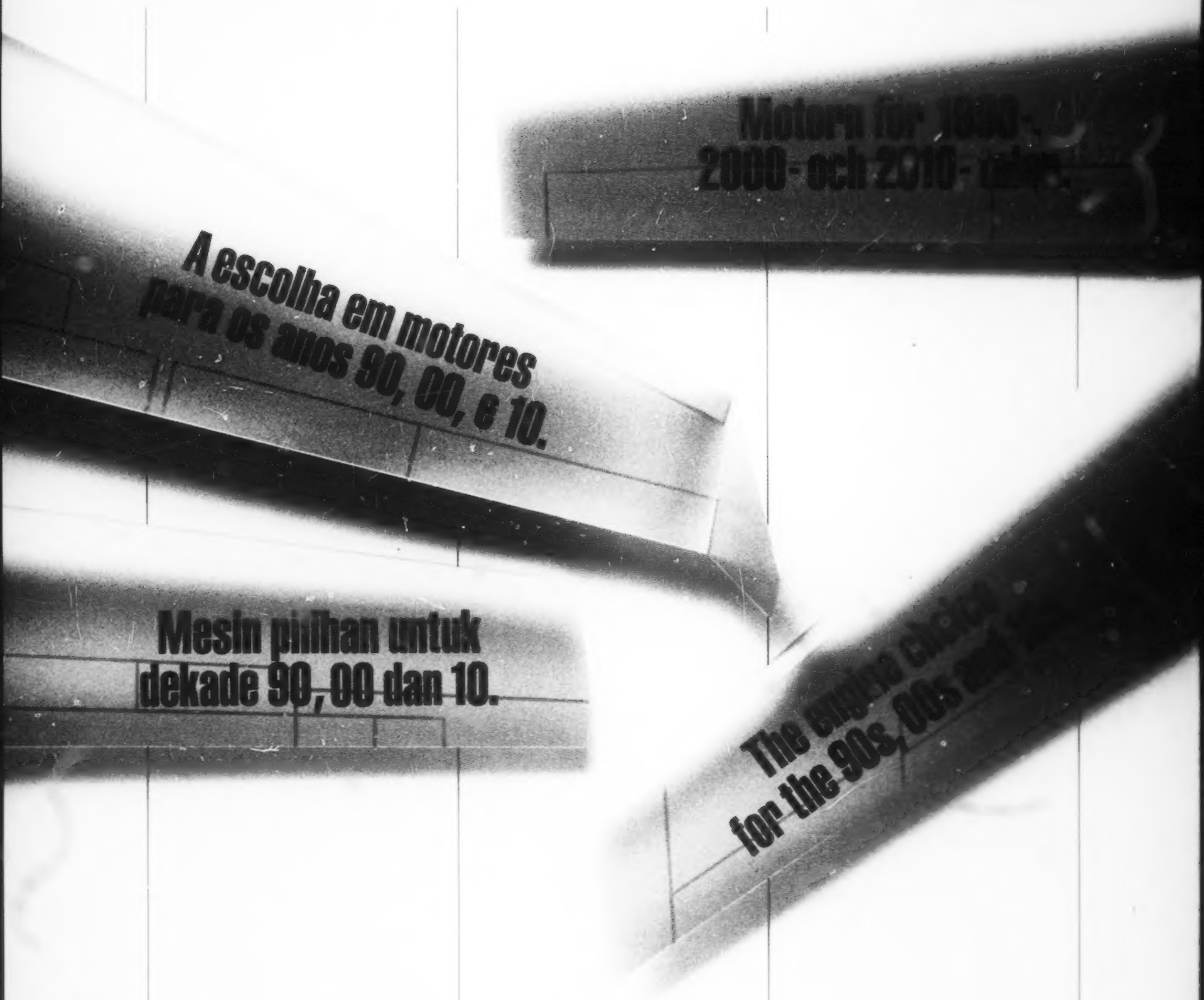
Motorn för 1990-
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Or the next århundrade. Or the next século. Or the next abad.

Allison

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Airline Directory

Airline Directory

(U.S. Regional Airlines)

Ace Air Cargo, Inc. (C)
P. O. Box 144, Cleveland Hopkins Airport, Cleveland, OH 44181-0144
(216) 241-1223; Fax: (216) 362-1438
Clarence Krach, President/General Manager/Director-Operations; Larry Berne, Chief Pilot
Equipment: 1 Piper Aztec, 1 Learjet

Action Airlines (XQ) (P)
P. O. Box 117, East Haddam, CT 06423-0117
(203) 448-1646; Fax: (203) 446-0130
John A. Rutledge, President/Director-Operations; Steve Kelley, Director-Maintenance; Dennis W. Piscitello, Chief Pilot
Equipment: 4 Piper Navajos, 3 Piper Cherokee Sixes, 2 Piper Senecas

Aero Coach Aviation International, Inc. (DF) (P,C)
dba Aero Coach Airlines
P. O. Box 21604, Ft. Lauderdale, FL 33335
(305) 359-1591; Fax: (305) 359-3100
Thomas P. Cartier, President; William Roscoe, Managing Director; F. R. Knight, Senior V.P.-Administration; Ray Bartel, Director-Maintenance; Chet Hardenburg, Director-Operations; Robert Feldman, Director-Corporate Affairs
Equipment: 25 Cessna 402's, 1 Embraer Bandeirante

Air Cape, Inc.
dba Nantucket Airlines

Air Cargo Carriers, Inc. (DI) (C)
4840 South Howell Avenue, Milwaukee, WI 53207
(414) 482-1711; Fax (414) 482-2038
James Germek, President
Equipment: Cargo only: 5 Shorts Skyvans, 2 Shorts 330's

Air LA, Inc. (UE) (P)
6151 West Century Boulevard, Los Angeles, CA 90045
(213) 641-1114; Fax: (213) 641-2344
Wayne Schoenfield, President/C.E.O.; William Wolf, Vice President- Marketing; Kenneth Dickey, Vice President-Operations; John Gunnarson, Director-Operations
Equipment: 2 Embraer Bandeirantes

Air Midwest, Inc. (US*/ZV) (P,C,M)
(Subsidiary-Mesa Airlines, Inc.)
dba USAir Express
P. O. Box 7724, Wichita, KS 67277
(316) 942-8137; Fax: (316) 945-0947
Robert L. Priddy, President/C.E.O.; John S. Myers, Senior V.P.- Finance/C.F.O.; John R. Walters, Senior V.P.-Operations/C.O.O.; Robert C. Dynan, Vice President; Donna M. Schmidt, General Counsel/Secretary
Equipment: 14 Fairchild Metro's

Air Molokai, Inc. (3R) (P,C)
333 Dairy Road, Kahului, HI 96732
(808) 871-9550; Fax: (808) 871-9550
Don Johnson, President/Director-Operations; Mike Johnson, Vice President; Charles Costanzo, Director-Maintenance; Terry Florek, Chief Pilot
Equipment: 5 Cessna 402's

Air Nevada Airlines, Inc. (LW) (P)
P. O. Box 11105, Las Vegas, NV 89111
(702) 736-2702; Fax: (702) 795-8116
Myron A. Caplan, President; Lewis A. Kaplan, Senior V.P./Director- Operations; Paul Bayer, Vice President-Marketing; Mark Lamberten, C.F.O.; Bill Dexheimer, Director-Maintenance; James B. McMillan, Chief Pilot
Equipment: 8 Cessna 402's, 3 Cessna 207's

Air Resorts Airlines (UZ) (P,C)
2192 Palomar Airport Road, Carlsbad, CA 92008
(619) 438-3600; Fax: (619) 438-4926
Ted Vallas, President; Joe Morgan, Director-Operations; James Biggie, Director-Maintenance; JoAnne Russo, Director-Inflight; Neil Henson; Chief Pilot
Equipment: 6 Convair 440's, 4 Convair 580's, Cargo only: 1 Convair 340

Air San Juan/Chartair, Inc. (5W) (P,C)
P. O. Box 2599, Friday Harbor, WA 98250
(206) 378-3133
Chris Marsden, President/Director-Operations; Jamie Marsden, Secretary/Treasurer; Chuck Ferrell, Director-Maintenance
Equipment: 4 Cessna 172's, 2 Piper Senecas, 2 Cessna 402's, 1 Cessna 182, 1 Cessna 207

Air Sedona (UJ) (P,C)
1225 Airport Road, #3, Sedona, AZ 86336
(602) 282-7935; Fax: (602) 282-7983
Jack Seeley, President; Judy Seeley, Vice President/Secretary/Treasurer; Jay Kerger, Director-Maintenance
Equipment: 2 Cessna 172's, 1 Cessna 207, 1 Cessna 182

Air Sunshine, Inc. (YI) (P)
P. O. Box 22237, Ft. Lauderdale, FL 33335-22237
(305) 434-8900
Alan Adili, President; Mohamad Adili, Secretary/Treasurer/General Manager
Equipment: 5 Cessna 402's

Air Vegas, Inc. (6V) (P)
P. O. Box 11008, Las Vegas, NV 89111
(702) 736-3599; Fax: (702) 361-8967
James Petty, President/General Manager; Dale Claxon, Vice President; James Cruson, Director-Operations; Steve Bushey, Director-Maintenance; Mike Halloran, Chief Pilot
Equipment: 4 Cessna 402's

Air Wisconsin, Inc. (UA*) (P,C,M)
dba United Express
Outagamie County Airport, 203 Challenger Drive, Appleton, WI 54915
(414) 739-5123; Fax: (414) 739-9722
William J. Andres, President/C.E.O.; Ronald A. Aramini, Senior V.P.-Operations; William H. Geenan, Vice President-Finance/ Treasurer; James G. Jansen, Vice President-Customer Service; John R. Mason, Vice President-Marketing; John P. McBryan, Vice President-Maintenance; Kathy Comins, Vice President/Secretary
Equipment: 14 Fokker F-27's, 10 British Aerospace 146's, 6 British Aerospace ATP's

Airpac Airlines, Inc. (RI) (C)
7277 Perimeter Road, Seattle, WA 98108
(206) 762-8006
Gregg Thompson, President
Equipment: Cargo only: 8 Piper Navajos, 6 Piper Senecas, 3 Cessna 404's, 1 Beech 99

AirTour Acquisition Corp.
dba Panorama Air

AirVantage, Inc. (3N) (P,C)
P. O. Box 7127, St. Paul, MN 55107-0127
(612) 224-1222; Fax: (612) 225-1746
Larry Kelly, President; Jerry Schiroo, Director-Flight Operations; Arnie Berg, Director-Maintenance
Equipment: 5 Fairchild Metros; Cargo only: 7 Aero Commanders

Airways International, Inc. (HO) (P,C)
P. O. Box 1244, Miami Springs, FL 33166
(305) 887-2794; Fax: (305) 871-6522
Izad Djahanshahi, President/General Manager; Therese Djahanshahi, Secretary/Treasurer; William Kubiak, Director-Operations; Mohamad Alishahi, Director-Maintenance; Don Marshall, Director-Marketing; George Fraga, Director-Finance
Equipment: 22 Cessna 402's

Alaska Airlines Commuter
See individual listings for:
Bering Air, Inc.
ERA Aviation, Inc.
L.A.B. Flying Service, Inc.
Horizon Air Industries, Inc.
Temsco Airlines

Alaska Juneau Aeronautics, Inc.
dba Wings of Alaska

Allegheny Commuter Airlines, Inc. (US*) (P,C,M)
(Subsidiary - USAir Group, Inc.)
dba USAir Express
P. O. Box 1201, Reading, PA 19603
(215) 375-8551; Fax: (215) 320-7495
Frederick J. Arnold, President/C.O.B.; David W. Gross, Vice President-Operations; Joseph E. Green, Vice President-Maintenance; Dennis E. Clifford, Controller; William D. Neiswender, Director-Stations; Kim L. Rose, Director-In-Flight Services; Thomas O'Brien, Chief Pilot
Equipment: 13 Shorts 330's, 8 Shorts 360's, 3 Fokker F-27's

Alliance Airlines (3A) (P,C)
9420 West 52nd Street, Kenosha, WI 53142
(414) 658-1300; Fax: (414) 658-0295
James Beardsley, President/Director-Operations; Carolyne Beardsley, Secretary/Treasurer; Duane Hansen, Director-Maintenance
Equipment: 1 Cessna 310, 1 Cessna 402

Allied Airlines, Inc.
P. O. Box 1004, 309 West 29th Street, Marshfield, WI 54449
(715) 384-4731
Roy P. Shwery, President/Director-Operations; Tom Streckert, Vice President; Val Zieden, Director-Maintenance; Jim Trumble, Secretary/Treasurer; Mike Litzenberger, Chief Pilot
Equipment: 2 Beech 99's
Note: Carrier plans to begin scheduled operations during 1991.

Aloha IslandAir, Inc. (AQ*/WP) (P,C)
(Subsidiary-Aloha Air Group, Inc.)
99 Kapalulu Place, Honolulu, HI 96819
(808) 836-7693; Fax: (808) 833-3671
Thomas F. Derieg, Acting President; John Garibaldi, C.F.O.; Larry Zimmerman, Vice President-Operations; Richard Hee, Vice President-Sales/Service
Equipment: 8 deHavilland Twin Otters

Alpha Aviation, Inc. (7V) (P)
dba Alpha Air
6661 West Imperial Highway, Los Angeles, CA 90045
(213) 322-9882; Fax: (213) 322-8452
Alan Berenstein, President; Anne Berenstein, Secretary; Jim Marshall, Director-Operations; Vladimir Novotny, Director-Maintenance
Equipment: 2 Beech 1900's, 1 deHavilland Twin Otter

Alpine Aviation, Inc. (5A) (P,C,M)
dba Alpine Air
Provo Municipal Airport, P. O. Box 691, Provo, UT 84603
(801) 373-1508; Fax: (801) 373-6728
Eugene R. Mallette, President; Larry Reinarz, Vice President; Bill Distefano, Director-Maintenance
Equipment: 7 Piper Navajos; Cargo only: 2 Beech 99's, 1 Piper Seneca, 1 Piper Turbo Lance, 1 Piper Archer

American Eagle
See individual listings for:
Command Airways, Inc.
Executive Airlines, Inc.
Metroflight, Inc.
Nashville Eagle, Inc.
Simmons Airlines, Inc.
Wings West Airlines, Inc.
AMR Eagle, Inc.

Ameriflight, Inc. (C)
4700 Empire Avenue, Hangar #1, Burbank, CA 91505
(818) 980-5005; Fax: (818) 980-5018
Gary Richards, President; John W. Hazlet, Jr., Vice President-Flight Operations; Rick Shellnutt, Vice President-Maintenance; Bill Loveday, Vice President-Marketing; Stuart Schrock, Chief Pilot
Equipment: Cargo only: 40 Piper Navajos, 25 Beech 99's, 17 Piper Lances, 4 Learjets, 3 Cessna 208's, 3 Piper Cherokee Sixes, 1 Falcon

AMR Eagle, Inc.
(Subsidiary-AMR Corp.)
dba American Eagle
P. O. Box 619616, DFW Airport, TX 75261-9616
(817) 967-1294; Fax: (817) 967-3931
R. E. Martens, President; R. S. Nelson, Vice President-Marketing; J. D. Bodak, Vice President-Field Services; J. D. Nicks, Vice President-Administration; W. P. Folger, Vice President-Finance; J. D. Murphy, Vice President-Planning; H. M. Strange, Vice President-Operations

See individual listings for:
Command Airways, Inc.
Executive Airlines, Inc.
Nashville Eagle, Inc.
Simmons Airlines, Inc.
Wings West Airlines, Inc.

Athabaskan Air Group, Inc.
See individual listings for:
Koyukon Air, Inc.
Tanana Air Service, Inc.
Yutana Airlines, Inc.

Atlantic Southeast Airlines, Inc. (DL*/EV) (P)
dba Delta Connection
1688 Phoenix Parkway, College Park, GA 30349
(404) 996-4562; Fax: (404) 991-0366
George F. Pickett, Jr., President/C.E.O.; John W. Beiser, Senior V.P.-Sales/Services; Ronald V. Sapp, Vice President-Finance; Samuel J. Watts, Vice President-Customer Service; T. M. Shanahan, Vice President-Flight Operations; Susan P. Dial, Assistant V.P.-Fiscal/Controller; James P. Trebes, Assistant V.P.-Engineering
Equipment: 43 Embraer Brasilias, 13 Embraer Bandeirantes, 2 deHavilland Dash 7's

Aviation Associates, Inc.
dba SunAire Express

Baker Aviation, Inc. (8B) (P,C,M)
P. O. Box 708, Kotzebue, AK 99752
(907) 442-3108; Fax: (907) 442-2745
Marjorie Baker, President; John Baker, Vice President; Lori Baker, Secretary; Marcia Baker, Treasurer
Equipment: 5 Cessna 207's, 3 Cessna 402's, 1 Cessna 206

Bankair, Inc. (JA) (C)
2406 Edmond Highway, West Columbia, SC 29169
(803) 794-7384; Fax: (803) 822-8775
John Dickerson, President/Director-Operations; Tom Damour, Director-Maintenance
Equipment: Cargo only: 6 Mitsubishi MU-2's, 4 Cessna 402's, 3 Piper Senecas, 2 Aero Commanders, 1 Jet Commander, 1 Piper Cherokee Six

Baron Aviation Services, Inc. (C)
P. O. Box 518, Rolla National Airport, Vichy, MO 65580
(314) 299-4744; Fax: (314) 299-4272
C. E. Schmidt, President; Lee Maples, Vice President
Equipment: Cargo only: 22 Cessna Caravans

Airline Directory

(U.S. Regional Airlines)

Barrow Air, Inc. (6Q) (P,C,M)
P. O. Box 184, Barrow, AK 99723
(907) 852-2334; Fax: (907) 852-2338
J. A. Pederson, President; Molly Pederson, Vice President; Mike Aamott, Secretary/Treasurer; Ellen Paneok, Chief Pilot
Equipment: 3 Cessna 207's

Basler Flight Service, Inc. (C)
dba Basler Airlines
255 West 35th Avenue, Oshkosh, WI 54901
(414) 236-7820; Fax: (414) 235-0381
Warren Basler, President/General Manager/Director-Operations; Mike Basler, Vice President; James Willharms, Director-Maintenance; Patricia Basler, Treasurer; Steve Yantz, Chief Pilot
Equipment: Cargo only: 4 Douglas DC-3's, 2 Convair 440's, 2 Beech 18's, 1 Beech Baron, 1 Douglas Turbo DC-3

Bemidji Aviation Services, Inc. (CH) (P,C)
dba Bemidji Airlines
P. O. Box 624, Bemidji, MN 56601
(218) 751-1880; Fax: (218) 759-1842
Larry A. Diffley, President; Barbara Berggren, Executive V.P.; Mark E. Shough, Vice President; Henri P. Verbrugghen, Director-Operations; Scott Beck, Director-Maintenance
Equipment: 2 Beech Queen Air's; Cargo only: 4 Beech Queen Air's, 1 Beech 99, 1 Piper Aztec

Bering Air, Inc. (AS*/8E) (P,C,M)
dba Alaska Airlines Commuter
P. O. Box 1650, Nome, AK 99762
(907) 443-5422; Fax: (907) 443-5919
James D. Rowe, President/Director-Operations; Christine Rowe, Treasurer; Richard Stern, General Manager; David Olson, Director-Flight Operations; Al Haddadi, Director-Maintenance; Doug Holee, Chief Pilot
Equipment: 6 Piper Navajos, 4 Cessna 207's, 1 Cessna 206, 1 Mitsubishi MU-2; Cargo only: 3 Beech 18's

Big Sky Transportation Company (GQ) (P,C,M)
dba Big Sky Airlines
P. O. Box 31397, Billings, MT 59107
(406) 245-9449; Fax: (406) 259-8750
Terry D. Marshall, President/C.E.O.; Greg J. Peterson, Vice President-Accounting/C.F.O.; Craig R. Denney, Vice President-Services/C.O.O.; Steven O. Halverson, Director-Maintenance; Michael Higgason, Director-Customer Services; Jack J. Juhola, Director-Flight Operations
Equipment: 3 Cessna 402's, 2 Fairchild Metros

Bighorn Airways, Inc. (C)
P. O. Box 4037, Sheridan, WY 82801
(307) 672-3421; Fax: (307) 6[illegible]-4468
Bob Eisle, President/Director-Operations; Marvin Johnson, Director-Maintenance; Forrest Asmus, Chief Pilot
Equipment: Cargo only: 2 CASA 212's, 2 Turbo Commanders, 1 Piper Navajo, 1 Cessna 206, 1 Cessna 210, 1 Bell 206

Blackhawk Airways, Inc. (EP) (C)
P. O. Box 744, Janesville, WI 53547
(608) 756-1000; Fax: (608) 756-5719
Richard Wixom, President/Director-Operations; Kevin Wixom, Director-Maintenance; Jeff Larsen, Chief Pilot
Equipment: Cargo only: 5 Beech 18's, 2 Beech Barons, 1 Piper Navajo, 1 Beech King Air

Borinquen Air (3B) (C)
P. O. Box 37309, Airport Station, Isla Verde, PR 00937-7309
(809) 791-5060; Fax: (809) 791-8600
Sixto Diaz Saldana, President/Director-Operations/Chief Pilot; Sixto Diaz Nieves, Vice President-Operations; Luis A. Nieves, Vice President-Marketing; Moises Otero, Director-Maintenance
Equipment: Cargo only: 2 Douglas DC-3's, 1 Beech 18

Business Air, Inc. (C)
Bennington State Airport, Bennington, VT 05201
(802) 447-2111; Fax: (802) 442-3582
David Corey, President; Thomas McMurtry, Director-Maintenance; Robin Outwater, Manager-Charter Sales; Kevin Beattie, Chief Pilot
Equipment: Cargo only: 5 Douglas DC-3's, 4 Beech Barons, 4 Piper Navajos, 3 Cessna Caravans

Business Express (DL*/HQ) (P,C)
dba Delta Connection
Building #85-172, Bradley International Airport, Windsor Locks, CT
06096
(203) 292-6500; Fax: (203) 292-3122
J. R. McManus, C.E.O.; J. J. Malski, President/C.O.O.; Frank Arciuolo, Vice President-Marketing; Chet Hooper, Vice President-Maintenance; John O'Brian, Vice President-Operations
Equipment: 14 Beech 1900's, 11 Shorts 360's, 11 Saab 340's

Camai Air (3C) (P,C,M)
P. O. Box 787, Bethel, AK 99559
(907) 543-4040; Fax: (907) 543-2369
John Simeon, President; John T. Watts, III, Executive V.P.- Operations; Joseph C. Angiak, Vice President; Mark C. Degler, Director-Maintenance; A. E. Turrentine, Chief Pilot
Equipment: 2 Piper Cherokee Sixes, 1 Cessna 207, 1 Cessna 206, 1 Cessna 172

Cape Air (9K) (P,C,M)
Barnstable Municipal Airport, Hyannis, MA 02601
(508) 775-8171; Fax: (508) 775-8664
Daniel Wolf, President/Director-Operations; Cindy Silva, Director- Stations; Roy Hansen, Director-Maintenance
Equipment: 4 Cessna 402's

Cape Smythe Air Service, Inc. (6C) (P,C,M)
P. O. Box 549, Barrow, AK 99723
(907) 852-8333; Fax: (907) 852-8332
Thomas P. Brower, C.O.B./C.E.O.; Grant B. Thompson, Vice President/ General Manager; John R. Kruse, Director-Maintenance/ Secretary; Bill Fischer, Director-Operations; Dorcas J. Thompson, Treasurer; James Hittson, Chief Pilot
Equipment: 7 Cessna 207's, 6 Piper Navajos, 2 deHavilland Twin Otters, 2 Cessna 185's, 1 Piper T-1040

CCAir, Inc. (ED/US*) (P,C)
dba USAir Express
100 Terminal Road, Second Floor, Charlotte, NC 28208
(704) 359-8990; Fax: (704) 359-8997
Kenneth W. Gann, President; Virginia Bennett, Vice President- Finance/Administration; Herman Gillis, Director-Flight Operations; Pete Sistare, Director-Maintenance; Kay Bradshaw, Manager-Customer Service; Mike Holcomb, Manager-Marketing; Sharon Pearson, Manager-Inflight Service
Equipment: 13 Shorts 360's, 10 British Aerospace Jetstream 31's

Chalk's International Airlines (OP) (P,C,M)
1550 S.W. 43rd Street, P. O. Box 350510, Ft. Lauderdale, FL 33315
(305) 359-0414
Seth Atwood, President; Bill Jones, General Manager; Craig Young, Director-Operations; Peter Barry, Director-Maintenance; John Alberto, Chief Pilot
Equipment: 4 Grumman Mallards

Champlain Enterprises, Inc.
dba Commutair

Chautauqua Airlines, Inc. (US*) (P,C,M)
dba USAir Express
RD #1, Airport Drive, Jamestown, NY 14701
(716) 664-2400; Fax: (716) 484-8700
Thomas S. Hall, President/C.E.O.; Timothy L.Coon, Vice President/Controller; Ronald Graff, Vice President-Flight Operations; James Moroski, Vice President-Maintenance; Jerome Balsano, Director-Stations; Bernard Kirchoff, Director-Personnel
Equipment: 10 Fairchild Metros, 3 Beech 99's, 3 Saab 340's

Chitina Air Service (P,C,M)
P. O. Box 720, Cordova, AK 99574
(907) 424-3534; Fax: (907) 424-3170
Gary Graham, President/Director-Operations
Equipment: 3 Cessna 206's, 2 Cessna 206 Turbos, 1 Cessna 207, 1 Cessna 185

Christman Air System (SX) (P)
P. O. Box 776, Davis School Road, Washington, PA 15301
(412) 225-4000; Fax: (412) 225-2936
Walter L. Christman, President; James Corbett, Director-Operations; Tim Akey, Director-Maintenance
Equipment: 1 Beech 99, 1 Embraer Bandeirante

Cirrus Air, Inc. (C)
8008 Cedar Springs, Love Field, Dallas, TX 75235
(214) 358-3178; Fax: (214) 358-0430
Reggie Parson, President; Van Canfield, Director-Operations; Roger Sykora, Director-Maintenance; Jim Keeling, Chief Pilot
Equipment: Cargo only: 13 Beech Barons, 5 Beech Bonanzas, 2 Cessna 402's, 2 Cessna 401's, 1 Cessna 210

Classic Airlines
See Salair Air Cargo, Inc.

Coastal Air Transport, Inc. (DQ) (P,C)
P. O. Box 3985, Christiansted, St. Croix, VI 00822
(809) 773-6862
Michael W. Foster, President; Juliette E. Thomas, Vice President/ Secretary
Equipment: 1 Cessna 402

Coastal Airlines, Inc.
dba National Air

Comair, Inc. (DL*/OH) (P,C)
dba Delta Connection
P. O. Box 75021, Cincinnati, OH 45275
(606) 525-2550; Fax: (606) 525-3420
David R. Mueller, Chairman/C.E.O.; David A. Siebenburgen, President/C.O.O.; K. Michael Stuart, Senior V.P.-Aircraft Operations; Charles E. Curran, Senior V.P.-Marketing; Randy D. Rademacher, Vice President-Finance/C.F.O.; Ralph Martin, Vice President-Maintenance; Linda Landers, Vice President-Customer Service
Equipment: 20 Embraer Brasilias, 19 Saab 340's, 19 Fairchild Metros, 11 Embraer Bandeirantes

Command Airways, Inc. (AA*/DD) (P,C,M)
(Subsidiary-AMR Corp.)
dba American Eagle
Dutchess County Airport, 263 New Hackensack Road, Wappingers Falls, NY 12590
(914) 462-6100; Fax: (914) 462-6050
B. Singh, President; G. Schuler, Vice President-Maintenance; P. Arnold, Vice President-Finance; K. LeWare, Vice President-Flight
Equipment: 10 Shorts 360's, 5 ATR 42's, 2 Shorts 330's

Commutair (US*) (P)
dba USAir Express
Clinton County Airport, Plattsburgh, NY 12901
(518) 562-2700; Fax: (518) 562-8030
Anthony Von Elbe, Chairman; John A. Sullivan, President; James Drollette, Executive V.P.; Raymond Baker, Director-Flight Operations; Robert Houghton, Director-Maintenance
Equipment: 12 Beech 1900's

Conquest Airlines Corp. (5C) (P,C)
2215 Redwood Avenue, Austin, TX 78723
(512) 929-6706; Fax: (512) 929-6711
Victor M. Rivas, President/C.O.B./C.E.O.; Raphael Rivas, Vice President/C.O.O./Director-Operations; Barry Durrenberger, Director-Maintenance; Ken Skinner, Chief Pilot
Equipment: 9 Beech 1900's, 1 Beech Baron

Continental Express
Britt Airways, Inc. dba Continental Express (CO*) (P,C,M)
(Subsidiary - Continental Airlines)
1301 Fannin, Suite #1425, Houston, TX 77210-4607
(713) 853-9700; Fax: (713) 853-9777
Stephen J. Kolski, President; Jerry Losness, Vice President- Finance/Administration; John Prendergast, Vice President-Customer Service; Don Smith, Vice President-Operational/ Technical Services; Gil Roberts, Vice President-Regulatory Compliance
Equipment: 37 ATR 42's, 34 Embraer Brasilias, 15 Beech 1900's, 8 Beech 99's, 5 deHavilland Dash 7's

Corporate Air (C)
P. O. Box 30998, Billings, MT 59107-0998
(406) 248-1541; Fax: (406) 248-7670
Michael Overstreet, C.O.B.; Linda Overstreet, President/C.E.O.; Robert McIver, Vice President-Flight Operations; Roger Grey, Director-Operations; James K. Schollenberger, Secretary; Dick Applegrin, Chief Pilot
Equipment: Cargo only: 36 Cessna 208's, 18 Aero Commanders, 4 Piper Navajos, 4 deHavilland Twin Otters, 1 Shorts 330, 1 Beech 99

Corporate Air, Inc. (DN) (C)
Building #85-159, Bradley International Airport, Windsor Locks, CT 06096
(203) 623-9119; Fax: (203) 623-7386
Barry S. Lutin, President; Leman W. Wright, Vice President; Joseph P. Fazekas, Manager-Accounting; Dennis DiCicco, Manager-Maintenance
Equipment: Cargo only: 10 Mitsubishi MU-2's, 3 Piper Aztecs, 1 Piper Navajo, 1 Beech Baron

Crown Airways, Inc. (US*) (P,C,M)
dba USAir Express
Dubois-Jefferson County Airport, P. O. Box 377, Falls Creek, PA 15840
(814) 371-2691; Fax: (814) 328-2365
Phillip R. Burnaman, Chairman; A. J. Beiga, President; Ruthan S. Beaumont, Controller; H. Charles Steeber, Director-Flight Operations; Emmett M. Dotson, Director-Maintenance; Darrell C. Mitchell, Chief Pilot; Linda M. Covey, Chief Flight Attendant
Equipment: 3 Shorts 330's, 2 deHavilland Twin Otters, 2 Shorts 360's

CSA Air, Inc. (C)
(Subsidiary-Air Transportation Holding Co.)
Ford Airport, Iron Mountain, MI 49801
(906) 774-3101; Fax: (906) 774-6540
David Clark, President; Wayne Ross, General Manager; Robert Wilhelm, Director-Operations; Robert Krcma, Director-Maintenance; Loren Strand, Chief Pilot
Equipment: 18 Cessna 208's

Delta Connection
See individual listings for:
Atlantic Southeast Airlines, Inc.
Business Express
Comair, Inc.
SkyWest Airlines, Inc.

Airline Directory

(U.S. Regional Airlines)

Diablo Aviation, Inc. (FN) (P,C)
101 John Glenn Drive, Concord, CA 94520
(415) 686-3700; Fax: (415) 686-9581
Dean Hanson, President; Joyce Schroeder, Vice President-Operations; Robert Whiteley, Director-Operations; Doug Fitzgerald, Director-Maintenance; Robert Zapalac, Chief Pilot
Equipment: 5 Piper Navajos

Direct Air, Inc. (UO) (P)
Gary Regional Airport, 5701 West Industrial Highway, Gary, IN 46404
(219) 944-0680; Fax: (219) 944-0681
Will Davis, President; Karen Rothermund, Director-Marketing; Doug Rothermund, Director-Operations
Equipment: 2 Beech 1300's

Edgartown Air, Inc. (3D) (P,C)
R.F.D. Box 328, Edgartown, MA 02539
(508) 627-9631; Fax: (508) 693-8472
Michael Madeiros, President/Director-Operations; Nikki E. Madeiros, Vice President/Treasurer; John S. Steidinger, Director-Maintenance; John Mayhew, Chief Pilot
Equipment: 3 Britten Norman Islanders

Empire Airlines, Inc. (EM) (P,C)
11101 Airport Drive, Hayden Lake, ID 83835-9781
(208) 772-4048; Fax: (208) 772-7892
Mel Spelde, President; David Holloway, Vice President-Operations; Robert Rasmussen, Director-Operations; Doug Lowry, Director-Maintenance; Steve Pounder, Director-Interline Sales; Bill Phuis, Controller
Equipment: 5 deHavilland Twin Otters, 3 Fairchild Metros, 2 Fokker F27's; Cargo only: 33 Cessna 208's, 2 Fokker F27's

ERA Aviation, Inc. (AS*/7H) (P,C,M)
(Subsidiary-ERA Helicopters, Inc.)
dba Alaska Airlines Commuter
6160 South Airpark Drive, Anchorage, AK 99502
(907) 248-4422; Fax: (907) 266-8350
Wilbur O'Brien, President; Jim Vande Voorde, Vice President/Manager-Fixed Wing; Charles Johnson, Executive V.P./Manager-Rotary Wing; Dana Rudd, Vice President-Maintenance; Jack Birmingham, Vice President/Counsel; John Finotti, Controller
Equipment: 10 deHavilland Twin Otters; 5 Convair 580's, 2 deHavilland Dash 8's; Cargo only: 2 Cessna 208's

Exec Express II, Inc. (AD) (P,C)
131 East Exchange Avenue, Suite #222, Ft. Worth, TX 76106
(817) 625-7050; Fax: (817) 626-9011
Philip H. Trenary, President/C.E.O.; Robert M. Rice, Director-Finance; Allen R. McGinness, Director-Operations; Laurie Rice, Director-Passenger Services; Don Boughamer, Director-Maintenance
Equipment: 6 Beech 99's, 4 Piper Navajos

Executive Airlines, Inc. (AA*/NA) (P,C,M)
(Subsidiary-AMR Corp.)
dba American Eagle
P. O. Box 38082, Airport Station, San Juan, PR 00937-0082
(809) 791-8070; Fax: (809) 791-5180
J. Facundo, President; J. Vachon, Vice President-Finance; R. Aguiar, Vice President-Maintenance; J. Machado, Vice President-Operations; A. Torres, Director-Personnel
Equipment: 9 CASA 212's, 6 ATR 42's, 2 ATR 72's

Express Air, Inc. (FX) (P,C)
Municipal Airport, New Bedford, MA 02746
(508) 994-9982; Fax: (508) 991-3266
Dorothy Santos, President; Greg Franchetti, Director-Operations; David Gauthier, Director-Maintenance; Ken O'Neill, Chief Pilot
Equipment: 4 Cessna 402's

Express Airlines I, Inc. (NW*/9E) (P,C,M)
dba Northwest Airlink
1777 Phoenix Parkway, Suite #303, Atlanta, GA 30349
(404) 991-3300; Fax: (404) 997-0127
Mike Brady, President/C.E.O.; Elton McKenzie, Executive V.P./C.F.O.; Bruce Langsen, Vice President-Customer Service; Philip Bohan, Vice President-Maintenance; Mike Butler, Vice President-Flight Operations; John Christy, Secretary; Bruce Bourne, Controller
Equipment: 25 Saab 340's, 22 British Aerospace Jetstream 31's

Flamenco Airways, Inc. (FK) (P,C)
P. O. Box 224, Culebra, PR 00645
(809) 722-0237; Fax: (809) 722-0237
Noemi Gonzalez, President; Edwin Tabales, Vice President; Herberto Maldonado, Director-Operations; William Gonzalez, Director-Maintenance
Equipment: 6 Britten Norman Islanders, 1 Piper Cherokee Six; Cargo only: 3 Douglas DC-3's, 1 Britten Norman Trislander

Flight Line, Inc. (EC) (C)
P. O. Box 2468, Jackson, MS 32905
(601) 932-2255; Fax: (601) 932-2255 x-429
Dennis M. Miller, President/Director-Operations; William E. Powers, Vice President; Thomas L. Kerr, Treasurer; Jerry Roan, Director-Maintenance
Equipment: Cargo only: 5 Embraer Bandeirantes, 5 Cessna 402's, 5 Beech Barons, 1 Beech King Air, 1 Piper T-1040

Flight Trails, Inc.
dba Air Resorts Airlines

Flying Boat, Inc.
dba Chalk's International Airlines

Fresh Air Corp. (C)
1049 South Vineyard, Building #3, Ontario, CA 91761
(714) 983-7377; Fax: (714) 467-9588
Douglas Crowther, President; William P. Schlick, Vice President/Director-Operations; Kenneth Robertson, Vice President-Maintenance; David Colvin, Chief Inspector; Glenn Marr, Chief Pilot
Equipment: Cargo only: 2 Fairchild F27's

Frontier Flying Service, Inc. (2F) (P,C,M)
3820 University Avenue, Fairbanks, AK 99709
(907) 474-0014; Fax: (907) 474-0774
John Hajdukovich, President; Jerry Kocer, Director-Operations; Charlie Adams, Director-Maintenance; Doug Larson, Chief Pilot
Equipment: 7 Piper Navajos, 3 Beech 99's, 1 Dornier 228, 1 Cessna 207; Cargo only: 1 Douglas DC-3

GP Express Airlines, Inc. (8G) (P)
Hangar #112, Regional Airport, Grand Island, NE 68802-0218
(308) 382-6911; Fax: (308) 382-1215
George Poullos, President; Jody Poullos, Vice President; Tom Kaiser, Director-Operations; Jeff Pereira, Director-Maintenance; Tami Towne, Director-Reservations; Maureen Hansen, Director-Accounting
Equipment: 6 Beech 99's, 4 Cessna 402's, 2 Beech 1900's

Grand Airways, Inc. (QD) (P,C)
5700 South Haven, Suite #136, Las Vegas, NV 89119
(702) 798-6666; Fax: (702) 736-4051
Shahid Saddiqi, President/Director-Operations; Steve Kerr, Director-Maintenance; James White, Treasurer; Kent Hemsley, Chief Pilot
Equipment: 3 Fairchild Metros

Grand Canyon Airlines, Inc. (YE) (P)
P. O. Box 3038, Grand Canyon, AZ 86023
(602) 638-2463; Fax: (602) 638-9461
John R. Seibold, President; Ronald L. Warren, Vice President/General

Manager; Elling B. Halvorson, Secretary/Treasurer
Equipment: 5 deHaviliand Twin Otters
Note: Carrier does not provide scheduled service.

Grand Strand Aviation, Inc.
dba Ramp 66

Great Lakes Aviation, Ltd. (ZK) (P,C,M)
R.R. #3, P. O. Box 115A, Spencer, IA 51301-9211
(712) 262-1000; Fax: (712) 262-7215
Douglas G. Voss, Chairman/C.E.O.; Richard H. Fontaine, President/C.O.O.; Dean Cook, Vice President-Operations; Steve Moyer, Vice President-Maintenance; Michael L. Tuinstra, ChiefFinancial Officer; Ray Weiland, Director-Maintenance; Jim Tostenrud, Chief Pilot
Equipment: 17 Beech 1900's

Gulf Flight Center, Inc.
dba Skybus Express Airlines

Gulfstream Airlines, Inc. (7G) (P,C)
P. O. Box 751, South Windsor, CT 06074
(203) 644-4024; Fax: (203) 644-7171
Mark Butler, President; John Butler, Executive V.P.; Arthur Clough, Vice President-Finance; Barbara Clough, Secretary/Treasurer
Equipment: 2 Piper Navajos, 1 Piper Aztec

Gulfstream International Airlines, Inc. (3M) (P,C)
P. O. Box 777, Miami Springs, FL 33266
(305) 888-2345; Fax: (305) 883-5464
Thomas L. Cooper, President; Warren Dukes, Vice President-Flight Operations; Richard Bergan, Director-Maintenance
Equipment: 3 Cessna 402's

Haines Airways, Inc. (7A) (P,C,M)
P. O. Box 740, Haines, AK 99827
(907) 766-2646; Fax: (907) 766-2614
Barbara Shallcross, C.E.O.; Raymond Willard, President; Boyd Hoops, Director-Operations; Midge Stokely, Secretary; Ken Tyler, Chief Pilot
Equipment: 3 Piper Cherokee Sixes, 1 Piper Cherokee, 1 Cessna 182

Harbor Air Service (8H) (P,C)
P. O. Box 269, Seward, AK 99664
(907) 224-3133; Fax: (907) 224-3679
Linda K. Pfleger, President; Ludwig K. Pfleger, Vice President
Equipment: 1 Cessna 207

Harbor Airlines, Inc. (HG) (P,C)
P. O. Box 160, Oak Harbor, WA 98277
(206) 675-8444
Jerry Patterson, President; Bill Hildebrand, Director-Operations/Chief Pilot; Sheryll Horless, Director-Marketing; Marylou Core, Controller
Equipment: 4 Piper Navajos

Helitrans Air Service, Inc. (IU) (P,C)
3501 Lakewood Boulevard, Long Beach, CA 90808
(213) 420-2128; Fax: (213) 429-5507
Leslie G. Stevens, President; Lloyd Stevens, Director-Industry Affairs
Equipment: 3 Aerospatiale 350's

Henson Aviation, Inc. (US*) (P,C,M)
(Subsidiary - USAir Group, Inc.)
dba USAir Express
Salisbury-Wicomico County Regional Airport, Salisbury, MD 21801
(301) 742-2996; Fax: (301) 546-2440
Richard A. Henson, Chairman; John F. Leonard, President/C.E.O.; Stephen R. Farrow, Vice President-Flight Operations; William J. Farmery, Vice President-Maintenance; Robert R. Pfrommer, Vice President-Customer Services; R. Gregory Miller, Staff V.P.-Personnel Services; Robert Murrell, Acting V.P.-Finance/ Controller
Equipment: 33 deHavilland Dash 8's, 5 deHavilland Dash 7's

Horizon Air, Inc.
dba Mohawk Airlines

Horizon Air Industries, Inc. (AS*/QX) (P,C,M)
(Subsidiary - Alaska Air Group, Inc.)
dba Alaska Airlines Commuter
P. O. Box 48039, 19521 Pacific Highway South, Seattle, WA 98148
(206) 241-6757; Fax: (206) 431-4696
John F. Kelly, President/C.E.O.; George Bagley, Senior V.P.-Flight Operations; William S. Ayer, Vice President-Marketing/ Planning; Arthur Thomas, Vice President-Administration/ Counsel; Kenneth Hobby, Vice President-Maintenance; Jeff Pinneo, Vice President-Passenger Service; John Kehoe, Vice President-Finance
Equipment: 32 Fairchild Metros, 15 deHavilland Dash 8's, 3 Fokker F-28's

Hub Express, Inc. (5E) (P)
dba Hub Express Airlines
Minute Man Air Field, Stow, MA 01775
(508) 897-7053; Fax: (508) 897-7465
Morris E. Flater, President; Glenn Brown, Director-Operations; Bruce Harting, Director-Maintenance; Nancy Armstrong, Director-Administration; Alton Maurais, Chief Pilot
Equipment: 4 Bell 206's

Hutchinson Air (HZ) (C)
421 Aowena Place, Honolulu, HI 96819
(808) 833-9932; Fax: (808) 834-2166
Richard Fast, President; Carol Read, Vice President/Director-Operations; John Thiele, Chief Pilot; L. I. Tubb, Director-Maintenance
Equipment: Cargo only: 3 Cessna 208's, 1 Cessna 206

Hyannis Air Service, Inc.
dba Cape Air

Iliamna Air Taxi, Inc. (LS) (P,C,M)
P. O. Box 109, Iliamna, AK 99606-0109
(907) 571-1248; Fax: (907) 571-1244
Timothy J. LaPorte, President; Nancy L. LaPorte, Vice President
Equipment: 2 Cessna 207's, 2 deHavilland Beavers, 1 Cessna 206

Jet Express, Inc. (JI/TW*) (P)
dba Trans World Express
Newport News International Airport, Newport News, VA 23602
(804) 886-5633; Fax: (804) 886-5759
Kenneth J. Carlson, C.E.O.; William Kutzke, President; Don Sullivan, Director-Operations; Carl Stoddard, Director-Maintenance; Pat Swift, Director-Stations; Cathy Barry, Controller, Peter Cienkowski, Chief Pilot
Equipment: 3 CASA 212's

Jetstream International Airlines, Inc. (TF/US*) (P,C,M)
(Subsidiary - USAir Group, Inc.)
dba USAir Express
6520 Poe Avenue, Suite #400, Dayton, OH 45414
(513) 454-1116; Fax: (513) 454-5828
Keith D. Houk, President/C.E.O.; Albert F. Schroeck, Vice President-Finance; Timothy J. Keuscher, Vice President-Operations; James L. Haarbauer, Vice President-Maintenance/Engineering
Equipment: 31 British Aerospace Jetstream 31's

JIB, Inc.
dba Action Airlines

Kenmore Air Harbor, Inc. (5K) (P)
P. O. Box 82064, Kenmore, WA 98028-0064
(206) 486-1257; Fax: (206) 486-5471
R. B. Munro, President; Bill Peters, General Manager; Gregg Munro, Manager-Flight Operations; Bill Whitney, Chief Pilot
Equipment: 8 deHavilland Beavers, 4 Cessna 180's, 2 deHavilland Turbo Beavers; 1 Cessna 206, 1 deHavilland Otter

Airline Directory

(U.S. Regional Airlines)

Kenosha Aero, Inc.
dba Alliance Airlines

Ketchikan Air Service, Inc. (6S) (P,C,M)
#1600 Airport Terminal Building, Ketchikan, AK 99901
(907) 225-6608; Fax: (907) 247-6608
Michael B. Salazar, President; Brian Salazar, Vice President-Marketing; Diane Langelier, Vice President; Barbara Salazar, Secretary/Treasurer; Larry West, Director-Maintenance; Sam James, Chief Pilot
Equipment: 3 Cessna 185's, 2 deHavilland Beavers, 2 Cessna 206's, 1 deHavilland Turbo Otter, 1 deHavilland Turbo Beaver, 1 Cessna 207

Kitty Hawk Group, Inc.
See individual listing for:
Skyfreighters/Kitty Hawk Airways

Koyukon Air, Inc. (2Y) (P,C,M)
(Subsidiary-Athabaskan Air Group, Inc.)
P. O. Box 60713, Fairbanks, AK 99706
(907) 474-9332; Fax: (907) 474-9314
Dale Erickson, President
Equipment: 2 Piper Lances

L'Express Airlines (4X) (P,C)
1919 Veterans Boulevard, Suite #400, Kenner, LA 70062
(504) 466-0245; Fax: (504) 466-2502
Bruce R. Nobles, President/C.E.O.; James R. Clark, Senior V.P./ C.O.O.; Thomas M. Pickral, Senior V.P.-Finance/C.F.O.; Albert J. Gehbauer, Vice President-Maintenance; Eric Norton, Vice President-Operations; Carl J. Tackett, Vice President-Marketing/Customer Service; Carole A. Caraway, Assistant V.P.-Finance
Equipment: 6 Beech 1900's, 3 Beech 99's

L.A.B. Flying Service, Inc. (AS*/JF) (P,C,M)
dba Alaska Airlines Commuter
P. O. Box 272, Haines, AK 99827-0272
(907) 766-2222; Fax: (907) 766-2734
Layton A. Bennett, President; Lynn N. Bennett, Vice President; Agnes W. Bennett, Secretary/Treasurer; Diana Skannes, Manager-Customer Services
Equipment: 9 Piper Cherokee Sixes, 8 Piper Cherokees, 3 Piper Lances, 2 Piper Senecas, 2 Britten Norman Islanders, 1 Piper Navajo

Lake Union Air Service, Inc. (7L) (P,C)
950 Westlake Avenue North, Seattle, WA 98109
(206) 284-0300; Fax: (206) 283-2414
Bruce Levin, President; Wes Gustafson, General Manager; Patrick Tuttle, Director-Operations; Robert Ritchie, Director-Maintenance; Greg Bedinger, Chief Pilot
Equipment: 8 dehavilland Beavers, 1 deHavilland Twin Otter

L.A.P.S.A., Inc. (7J) (P)
P. O. Box 37780, Luis Munoz Marin International Airport, San Juan, PR 00937
(809) 723-4144; Fax: (809) 723-2727
Luis Perez, President
Equipment: 3 Britten Norman Islanders

Laredo Air, Inc. (P,C,M)
407 Maher Avenue, International Airport, Laredo, TX 78041
(512) 721-0707; Fax: (512) 721-0721
Wolf Hofman, President/General Manager; David Cummings, Director-Maintenance; John Lucente, Director-Operations; Charles Taylor, Secretary
Equipment: 2 Convair 440's; Cargo only: 1 Convair 440
Note: Carrier does not provide scheduled service.

Larry's Flying Service, Inc. (7K) (P,C,M)
3822 University Avenue, Fairbanks, AK 99709
(907) 474-9169; Fax: (907) 474-8815
Larry Chenaille, President/C.E.O.; Jean Chenaille, Secretary/ Treasurer: Jim Tupper, Director-Maintenance; Ed Peebles, Director-Marketing
Equipment: 6 Piper Navajos, 3 Piper Cherokee Sixes, 2 Cessna 207's, 1 Piper Aztec

Las Vegas Airlines, Inc. (6G) (P)
P. O. Box 15105, Las Vegas, NV 89114
(702) 647-3056; Fax: (702) 647-1846
Donald J. Donohue, President/C.E.O.; Donald J. Donohue, Jr., Vice President-Marketing; Glenn M. Johnson, Director-Operations; David R. Drake, Director-Maintenance; Terri Rauch, Manager-Reservations; Rick Rozier, Manager-Automation; Frank Bates, Chief Pilot
Equipment: 5 Piper Navajos

Long Island Airlines (YL) (P,C)
1300 New Highway, Republic Airport, Farmingdale, NY 11735-1526
(516) 752-8300; Fax: (516) 694-0172
Michael Peragine, President; Debby Marino, General Manager, Yngvi Gretarsson, Director-Operations
Equipment: 2 deHavilland Twin Otters, 2 Piper Navajos

MarkAir Express (BF*/2E) (P,C,M)
(Subsidiary-Markair, Inc.)
P. O. Box 196769, Anchorage, AK 99515
(907) 243-4822; Fax: (907) 243-8897
Michael Bergt, President; Bill Ward, Executive V.P.; Wayne Peterson, Director-Operations; Bob Demond, Director-Maintenance; Rick Gray, Chief Pilot
Equipment: 30 Cessna 207's, 11 Cessna 208's, 5 deHavilland Twin Otters

Martinaire, Inc. (C)
2850 Burbank, Dallas, TX 75235
(214) 358-5858; Fax: (214) 350-7979
Bruce Martin, President/Director-Operations; Rick Parker, Vice President-Operations; Tony Rumple, Director-Maintenance; James Childress, General Manager; Charles Birdsong, Chief Pilot
Equipment: Cargo only: 30 Cessna 208's, 2 Fairchild Metros, 1 Dornier 228, 1 Cessna 210, 1 Beech King Air, 1 Piper Navajo

Merlin Express, Inc. (C)
P. O. Box 160159, San Antonio, TX 78280
(512) 820-8677; Fax: (512) 822-2102
John Karamanian, President; Jim Barker, Director-Operations; Mike Burch, Director-Maintenance; Debbie Rowton, Manager-Finance
Equipment: Cargo only: 11 Fairchild Merlins

Mesa Airlines, Inc. (UA*/YV) (P)
dba United Express
2325 East 30th Street, Farmington, NM 87401
(505) 327-0271; Fax: (505) 326-4485
Larry L. Risley, President; Gary Risley, Vice President-Corporate Affairs/Chief Counsel; Sarah Sproul, Vice President-Marketing; Blaine M. Jones, Vice President-Finance; Grady Reed, Vice President-Airline Operations; Jonathan Ornstein, Vice President-Planning/Scheduling; Mike Lewis, Vice President-Passenger Service; George Lippemeier, Director-Operations
Equipment: 16 Beech 1900's, 14 Beech 1300's, 4 Embraer Brasilias, 2 Cessna Caravans

Also see individual listings for:
Air Midwest, Inc.
Skyway Airlines

Mesaba Aviation, Inc. (NW*/XJ) (P,C,M)
(Subsidiary-AirTran Corp.)
dba Northwest Airlink
7501 26th Avenue, South, Minneapolis, MN 55450
(612) 726-5151; Fax: (612) 726-5151 (extension 325)

Robert D. Swenson, President/C.O.B./C.E.O.; Patrick J. Thompson, Senior V.P.-Operations; Kenneth P. Bronson, Vice President-Finance/Treasurer; Richard A. Lawrence, Vice President-Flight Operations; Lawrence E. McCabe, Vice President-Corporate/Government Affairs; Phillip L. Swenson, Vice President-Planning/Marketing; Michael R. Wind, Vice President-Ground/Inflight Services; Keith S. Clow, Vice President-Maintenance
Equipment: 16 Fairchild Metros, 15 Fokker F27's

Metro Airlines, Inc. (HY) (P,C,M)
1700 West 20th Street, P. O. Box 612626, DFW Airport, TX 75261- 2626
(214) 453-4400; Fax: (214) 453-4444
E. A. Henderson, Chairman/C.E.O.; J. L. Seaborn, President/C.O.O.; Peter B. McKee, Senior Vice President/C.F.O.; Arlene Dean, Senior V.P.-Human Resources; Brian K. Miller, Controller/Treasurer

Also see individual listing for:
Metroflight, Inc.

Metro Airlines Northeast, Inc. (SS/TW*) (P,C,M)
dba Trans World Express
One Calkins Court, South Burlington, VT 05403
(802) 658-5071; Fax: (802) 658-9609
Robert Martin, President; Andrew Price, Vice President-Planning
Equipment: 11 Beech 1900's, 8 Saab 340's

Metroflight, Inc. (AA*/FY) (P,C,M)
(Subsidiary - Metro Airlines, Inc.)
dba American Eagle
1700 West 20th Street, P. O. Box 612626, DFW Airport, TX 75261- 2626
(214) 453-4525; Fax: (214) 453-4444
Jay Seaborn, President; Jeff Spear, Executive V.P.; Clark Stevens, Executive V.P.; Peter McKee, Vice President/Secretary; Chuck Cole, Director-Maintenance; Kevin Craig, Controller/Assistant Secretary; Brian Miller, Treasurer/Assistant Secretary
Equipment: 25 Saab 340's, 15 British Aerospace Jetstream 31's, 3 Grumman G1-C's

Mid Pacific Corp. (C)
P. O. Box 2835, Purdue University Airport, Hangar #4, West Lafayette, IN 47906
(317) 743-2085; Fax: (317) 743-6111
Mark E. Leininger, C.O.O.; Michael W. English, Vice President-Operations/General Manager; Charles Earixson, Vice President-Technical Services; Kevin Thomas, Director-Flight Operations
Equipment: Cargo only: 8 Nihon YS-11's

Mid-Atlantic Freight, Inc. (C)
P. O. Box 35408, Greensboro, NC 27409
(919) 668-7474; Fax: (919) 668-4435
Don S. Godwin, President; Joe Josey, Vice President/General Manager; Dwayne Pittsenbarger, Director-Maintenance; Charles Warren, Director-Flight Operations/Training; Tom Ellison, Director-Marketing; Rocky Walker, Chief Pilot
Equipment: Cargo only: 24 Cessna 208's

MidLantic Airlines Corp. (P)
New Castle County Airport, 151 North Dupont Parkway, New Castle, DE 19720-3119
(301) 392-4129
Michael J. Donigian, President/C.E.O.; Dave Jones, Director-Operations; Peter Leombruni, Director-Maintenance; Jeff McKaughan, Director-Stations
Equipment: 3 Fairchild Metros
Note: Carrier to begin scheduled operations during 1991.

Midway Airlines (1987), Inc. (ML*) (P,C,M)
(Subsidiary - Midway Airlines, Inc.)
dba Midway Commuter
900 Capital Airport Drive, Springfield, IL 62707
(217) 789-9220; Fax: (217) 789-9263
Richard Pfennig, President; Gordon Jones, Vice President- Maintenance; Mark Fischer, Vice President-Customer Service; Mark Zweidinger, Director-Operations; Harvey Ticlo, Director-Maintenance; Gerard Terpstra, Director-Quality Control; Reva Dahl, Director-Personnel
Equipment: 17 Dornier 228's, 10 Embraer Brasilias

Midway Commuter
See individual listing for:
Midway Airlines (1987), Inc.

Midwest Aviation (WV) (P,C)
R.R. #4, P. O. Box 16C, Marshall, MN 56258
(507) 532-3164; Fax: (507) 532-5881
Ray Johnson, President; Charlotte Thooft, General Office Manager; Norman Schneider, Chief Mechanic
Equipment: 2 Piper Navajos, 1 Piper Aztec, 1 Beech Bonanza

Midwest Express Connection
See individual listing for:
Skyway Airlines

Mohawk Airlines (ZO) (P,C)
731 James Street, Syracuse, NY 13203
(315) 470-4400; Fax: (315) 470-4440
Robert Peach, President; John Purdy, Vice President-Operations; Howard Phipps, Vice President-Finance; James McManmon, Vice President-Maintenance
Equipment: 5 Beech 99's, 4 Beech 1900's

Montauk-Caribbean Airways, Inc.
dba Long Island Airlines

Mountain Air Cargo, Inc. (C)
(Subsidiary-Air Transportation Holding Co.)
P. O. Box 488, Denver, NC 28037
(704) 464-8741; Fax: (704) 465-5281
David Clark, C.O.B.; Walter Clark, C.E.O.; Bill Simpson, President; Hugh Bingham, Executive V.P.; Menda Street, Vice President-Operations; John Gioffre, Secretary/Treasurer; Sam Street, Chief Pilot
Equipment: Cargo only: 33 Cessna 208's, 14 Fokker F27's, 2 Shorts 330's, 1 Beech 99

Nantucket Airlines (DV) (P,C)
Memorial Airport, Nantucket, MA 02554
(508) 228-6234; Fax: (508) 778-1870
Charles R. Harris, President; W. Scott LaForge, Director-Operations; John Connolly, Director-Maintenance; Kenneth Johnson, Chief Pilot
Equipment: 4 Cessna 402's

Nashville Eagle, Inc. (AA*/AN) (P,C,M)
(Subsidiary-AMR Corp.)
dba American Eagle
P. O. Box 17228, Nashville, TN 37217-0228
(615) 399-6318; Fax: (615) 399-6384
J. Hayes, President; M. Marudas, Vice President-Field Services; E. Criner, Vice President-Flight; D. Shockey, Vice President-Maintenance; S. Stacks, Controller; T. Sherman Mishko, Director-Personnel
Equipment: 33 British Aerospace Jetstream 31's, 18 Fairchild Metros, 18 Saab 340's

National Air (C)
6871 Airport Drive, Riverside, CA 92504
(714) 689-2272; Fax: (714) 352-1123
Dave Miller, President; Gordon Long, General Manager/Director- Operations; Douglas Alm, Director-Maintenance; J. P. Linkous, Chief Pilot
Equipment: Cargo only: 2 CASA 212's

Airline Directory

(U.S. Regional Airlines)

New England Airlines, Inc. (EJ) (P,C)
Westerly State Airport, Westerly, RI 02891
(401) 596-2460; Fax: (401) 596-7366
William G. Bendokas, President/Treasurer; Lois J. Bendokas, Secretary/Treasurer
Equipment: 4 Piper Cherokee Sixes, 2 Britten Norman Islanders, 2 Piper Cherokees

New York Helicopter Corp. (HD) (P,C)
North Avenue, Garden City, NY 11530
(516) 228-8300; Fax: (516) 228-8449
Donald J. Gault, President; Peter J. McGann, Executive V.P.; Patrick Mallen, Vice President-Technical Services; Paul Smith, Vice President-Flight Operations; Kirsten Reichert, Vice President-Sales/Marketing
Equipment: 3 Sikorsky S58's

Northeast Express Regional Airlines, Inc. (NW*/2V) (P)
P. O. Box 3098, Manchester, NH 03105
(603) 668-2622; Fax: (603) 622-8544
Allyn Caruso, President; A. John Gallichon, Executive V.P.; David Hulick, Vice President-Finance; David Weber, Vice President-System Operations; James Bird, Jr., Director-Operations
Equipment: 7 Fairchild Metros, 6 Beech 99's

Northwest Airlink
See individual listings for:
Express Airlines I, Inc.
Mesaba Airlines
Northeast Express Regional Airlines, Inc.
Precision Valley Aviation, Inc.

Olson Air Service, Inc. (4B) (P,C,M)
P. O. Box 142, Nome, AK 99762
(907) 443-2229; Fax: (907) 443-5017
David K. Olson, President; Donald C. Olson, Vice President; Margaret C. Olson, Treasurer; Karol Olson, Secretary
Equipment: 3 Cessna 207's, 1 Cessna 402

Orca Air, Inc.
dba Chitina Air Service

Pacific Coast Airlines, Inc. (PQ) (P)
4101 Birch Street, Suite #103, Newport Beach, CA 92660
(714) 261-1600; Fax: (714) 833-1955
Carl Strombitski, President/C.E.O.; Lisa Cosenza, Executive V.P.
Equipment: 3 Piper Navajos

Pan Am Express (PA*/RZ) (P)
(Subsidiary - Pan Am Corp.)
8 Neshaminy Interplex, Suite #400, Trevose, PA 19053
(215) 244-5014; Fax: (215) 244-5020
William R. Lange, President; Michael J. Mulqueen, Vice President-Finance/Administration; Vincent J. Vitale, Vice President-Maintenance; David C. Reeve, Director-Operations; Michelle Ufner, Director-Inflight Services; Henry D. Ransome, Managing Dir.-Marketing/Planning; Edward D. McCall, Managing Dir.-Field Services
Equipment: 11 deHavilland Dash 7's, 11 ATR 42's, 10 British Aerospace Jetstream 31's

Panama Aviation, Inc. (6A) (P,C)
dba Panama Airways
715 Jackson Way, Panama City, FL 32405
(904) 785-1234
Jon McMinis, President
Equipment: 1 Piper Navajo, 1 Piper Seminole

Panorama Air (PV) (P)
100 Kaulele Place, Honolulu, HI 96819
(808) 836-2122; Fax: (808) 834-2115
Thomas McCroskey, President; Ken, Fletcher, Vice President/C.O.O.; George Tanoue, Vice President/Director Operations; Jay Richards, Vice President-Marketing/Sales
Equipment: 2 Piper Navajos

Papillon Airways, Inc. (HI) (P,C)
dba Papillon Grand Canyon Helicopters
P. O. Box 455, Grand Canyon, AZ 86023
(602) 820-8800; Fax: (602) 638-9344
Elling Halvorson, President; Brenda Tormo, Vice President- Corporate; Pat Henry, Vice President-Marketing; Miles Becker, Director-Operations/General Manager; Charles Bassett, Director-Maintenance; David Regula, Controller; Tom Kelley, Supervisor-Customer Service; Rick Carrick, Chief Pilot
Equipment: 11 Bell 206's

Paradise Island Airlines, Inc. (BK) (P)
1550 S.W. 43rd Street, Ft. Lauderdale, FL 33315
(305) 359-8043; Fax: (305) 359-8033
John Presburg, Senior V.P./C.O.O.; Paul Allen, Senior Dir.-Operations; Claude Austin, Director-Technical Services; Debbie Webb, Director-Passenger Service; Ken Kent, Director-Finance
Equipment: 3 deHavilland Dash 7's

Peninsula Airways, Inc. (KS) (P,C,M)
4851A Aircraft Drive, Anchorage, AK 99502
(907) 243-2485; Fax: (907) 243-6848
Jennie E. Seybert, C.O.B.; Orin D. Seybert, President/C.E.O.; George Tibbetts, Vice President; Richard E. Harding, Director-Operations; Thomas Geary, Director-Maintenance; Bryan Carricaburu, Director-Stations/Chief Pilot
Equipment: 9 Piper Cherokee Sixes, 5 Piper Navajos, 4 Fairchild Metros, 3 Grumman Gooses, 3 Cessna Conquests

Pennsylvania Aviation, Inc. dba Wings Airways

Pennsylvania Commuter Airlines, Inc. (US*) (P,C,M)
(Subsidiary - USAir Group, Inc.)
dba USAir Express
Building #601, Harrisburg International Airport, Middletown, PA 17057
(717) 944-2781; Fax: (717) 944-4121
William C. Clark, President/C.E.O.; Michael D. Yokum, Vice President-Flight Operations; William J. Staz, Vice President-Finance; Terry J. Petrun, Vice President-Administration; Joseph G. Dondero, Vice President-Maintenance
Equipment: 13 Beech 1900's, 5 Shorts 360's, 5 deHavilland Dash 8's

Precision Valley Aviation, Inc. (NW*/RP) (P)
dba Precision Airlines/Northwest Airlink
841 Galaxy Way, Manchester, NH 03103
(603) 668-0082; Fax: (603) 622-8544
Allyn Caruso, President; A. John Gallichon, Executive V.P.; David Hulick, Vice President-Finance; William Cook, Director-Operations; Dean Tatro, Director-Marketing
Equipment: 13 Dornier 228's

Ramp 66 (C)
P. O. Box 1499, Grand Strand Airport, North Myrtle Beach, SC 29598
(803) 272-5337; Fax: (803) 272-5822
Frank Goggin, Vice President-Operations; Robert McGroarty, Secretary/Treasurer
Equipment: Cargo only: 4 Cessna 402's, 3 Beech Barons, 2 Beech Bonanzas, 1 Piper Cherokee

Raven Air, Inc. (4R) (P,C)
3541 Amber Bay Loop, Anchorage, AK 99515
(907) 243-5586
Deena M. Thomas, President
Equipment: 1 Cessna 207

Redwing Airways, Inc. (7R) (P)
Kirksville Regional Airport, Route 6, Kirksville, MO 63501
(816) 665-6607
James Kelsey, President/Director-Maintenance; Larry Sees, Director-Operations/Chief Pilot/Secretary/Treasurer
Equipment: 1 Beech Queen Air, 1 Cessna 401

Regional Express Co. (C)
P. O. Box 2775, Boise, ID 83701
(208) 343-2524
Larry Leach, President
Equipment: Cargo only: 2 Cessna 402's, 1 Turbo Commander, 1 Piper Seneca, 1 Cessna 401

RIC, Inc.
dba Skymaster

Ross Aviation, Inc. (ZD) (P,C)
P. O. Box 9124, Albuquerque, NM 87119
(505) 842-4161; Fax: (505) 845-5023
Lewis A. Pierce, President/C.O.B.; Casey Jones, General Manager; James Chapman, Director-Operations; James Sisneros, Director-Maintenance; James Fordice, Chief Pilot
Equipment: 3 McDonnell Douglas DC-9's, 3 deHavilland Dash 7's, 2 deHavilland Twin Otters, 2 Beech King Airs

Ryan Air Service, Inc. (XY) (P,C,M)
1205 East International Airport Road, Anchorage, AK 99518
(907) 562-2227; Fax: (907) 563-8177
Michael McKinnon, President/C.E.O.; John Eckels, Vice President-Finance; Edgar Lamb, Director-Operations; Brian Andrus, Director-Maintenance; Ken Acton, Director-Stations; Mike Brown, Chief Pilot
Equipment: 9 Cessna 207's, 3 Cessna 402's, 1 Cessna 180

Saber Aviation, Inc. (SP) (C)
4803 Express Drive, Douglas International Airport, Charlotte, NC 28219
(704) 359-8456; Fax: (704) 359-8275
Mike Dockery, President; Sandy Elliott, Vice President
Equipment: Cargo only: 3 Cessna 402's, 2 Beech 18's, 2 Douglas DC-3's

Sair Aviation, Inc. (C)
1801 Malden Road, Hancock International Airport, Syracuse, NY 13211
(315) 455-7951; Fax: (315) 455-0147
James Messenger, President; Richard de Palma, Director-Flight Operations
Equipment: Cargo only: 2 Beech 18's, 1 Piper Navajo

Salair Air Cargo, Inc. (P,C,M)
dba Classic Airlines
South 3406 Davidson Boulevard, Spokane, WA 99204
(509) 838-0058; Fax: (509) 747-1716
Joseph Salerno, President/General Manager; Bruce C. Salerno, Secretary/Treasurer; Paul M. Salerno, Vice President/Director-Operations
Equipment: 1 Douglas DC-3; Cargo only: 4 Douglas DC-3's, 2 Convair 440's

Scenic Airlines, Inc. (YR) (P)
241 East Reno Avenue, Las Vegas, NV 89119
(702) 739-5611; Fax: (702) 739-8065
John R. Seibold, Chairman; Alan R. Stephen, President; Robert Haws, Vice President-Operations; Rick Heaney, Director-Maintenance; Mike Connors, Director-Corporate Development; Ray Reider, Chief Pilot; Elizabeth Seibold, Treasurer
Equipment: 21 deHavilland Twin Otters

Sedona Air Center, Inc.
dba Air Sedona

Sierra Pacific Airlines, Inc. (P)
7700 North Business Park Drive, Tucson, AZ 85743
(602) 744-1144; Fax: (602) 744-0138
G. M. Thorsrud, President; McNeil S. Fiske, Vice President; Audrey K. Thorsrud, Secretary/Treasurer
Equipment: 7 Convair 580's
Note: Carrier does not provide scheduled service.

Simmons Airlines, Inc. (AA*/MQ) (P,C,M)
(Subsidiary-AMR Corp.)
dba American Eagle
900 North Franklin, Suite #800, Chicago, IL 60610
(312) 280-8222; Fax: (312) 280-6903
P. Piper, President; T. Lafin, Vice President-Finance; L. McDonald, Vice President-Flight; D. Ewing, Vice President-Field Operations; C. Rathbun, Vice President-Maintenance
Equipment: 33 Shorts 360's, 13 ATR 42's

Skagway Air Service, Inc. (SU) (P,C,M)
P. O. Box 357, Skagway, AK 99840
(907) 983-2218; Fax: (907) 983-2948
Ben L. Lingle, President; Michael O'Daniel, Vice President
Equipment: 6 Piper Saratogas, 1 Britten Norman Islander

Skybus Express Airlines (XF) (P)
P. O. Box 13005, Airgate Station, Sarasota, FL 34278
(813) 355-4890; Fax: (813) 355-6441
Les Myers, Vice President-Marketing; Scott Evaschuk, Director-Maintenance; John Walters, Director-Operations
Equipment: 5 GAF Nomads
Note: Carrier to begin scheduled operations during 1991.

Skyfreighters/Kitty Hawk Airways (C)
P. O. Box 612787, 2967 North Airfield Drive, Suite #204, DFW Airport, TX 75261
(214) 574-7474; Fax: (214) 574-3963
M. Tom Christopher, President; James E. Turner, Vice President/General Manager; Robert Grober, Vice President-Maintenance; Susan Hauley, Vice President-Marketing
Equipment: Cargo only: 8 Convair 440's, 1 Convair 640, 1 Falcon 20

Skymaster (8M) (P)
65 Aviation Drive, Gilford, NH 03246
(603) 524-7784; Fax: (603) 528-5039
Luke A. Smith, Director-Operations; Chris Mard, Director-Maintenance; Allison Sanborn, Coordinator-Services
Equipment: 1 Piper Navajo

Skyway Airlines (YX*) (P,C)
(Subsidiary - Mesa Airlines, Inc.)
dba Midwest Express Connection
7071 South 13th Street, Suite #208, Oak Creek, WI 53154
(414) 762-6761; Fax: (414) 762-6824
Rolly Bergeson, President; Ole Bartelt, Assistant Director-Maintenance; Ron Kirchner, Assistant Chief Pilot; Jill Adams, Manager-Passenger Service
Equipment: 9 Beech 1900's

SkyWest Airlines, Inc. (DL*/OO) (P,C,M)
dba Delta Connection
50 East 100 South, St. George, UT 84770
(801) 628-2655; Fax: (801) 628-8779
Jerry C. Atkin, President/C.E.O.; John C. Bowler, Vice President-Finance/C.F.O.; Ron Reber, Vice President-Market Planning; Earl B. Snow, Vice President-Aircraft Operations; John Ligtermoet, Vice President-Customer Service; Keith Malnar, Vice President-Maintenance
Equipment: 37 Fairchild Metros, 10 Embraer Brasilias

Southwest Aviation, Inc.
dba Midwest Aviation

Springdale Air Service, Inc. (P)
P. O. Box 811, Springdale, AR 72765
(501) 751-4462; Fax: (501) 751-2646
Verl Thompson, President
Equipment: 2 Piper Navajos

StatesWest Airlines, Inc. (US*/YW) (P,C,M)
dba USAir Express
4909 East McDowell Road, Suite #102, Phoenix, AZ 85008
(602) 225-0504; Fax: (602) 225-9024
Rudy R. Miller, President/C.E.O./C.O.B.; Armando Cardenas, Executive V.P.-Operations; Mary A. Nance, Senior V.P.-Administration/Communications; Edward J. Collins, Vice President-Market Analysis; Donald G. Brady, Vice President-Maintenance; Randolph G. Palmer, Vice President-Accounting
Equipment: 9 Beech 1900's, 1 deHavilland Dash 8

SunAire Express (OY) (P,C,M)
P. O. Box 1686, Kingshill St. Croix, VI 00850
(809) 778-9200; Fax: (809) 773-4628
Charles M. Billman, President/C.O.O.; Ed Buckley, Vice President- Marketing; Tom Munkhaugen, Director-Flight Operations; Jeff Childs, Director-Maintenance; Carmencita Ruiz, Director-Passenger Services; Peggye Kujanpaa, Director-Personnel
Equipment: 12 deHavilland Twin Otters

Superior Aviation, Inc. (C)
Ford Airport, Iron Mountain, MI 49801
(906) 774-0400; Fax: (906) 774-4118
Charles Henry, President; Steven Van Beek, Director-Operations; John Miller, Director-Maintenance; Ron Van Steenis, Chief Pilot
Equipment: Cargo only: 12 Cessna 404's, 6 Cessna 402's, 2 Cessna 421's, 1 Cessna 441, 1 Cessna 208

Tanana Air Service (4E) (P,C,M)
(Subsidiary-Athabaskan Air Group, Inc.)
P. O. Box 60713, Fairbanks, AK 99706
(907) 474-9311; Fax: (907) 474-9314
Dale Erickson, President; John Deryder, Director-Operations; FredDistad, Director-Maintenance; Dennis Ward, Chief Pilot
Equipment: 5 Piper Cherokee Sixes, 1 Piper Aztec

Taquan Air Service, Inc. (9Q) (P,C,M)
1007 Water Street, Ketchikan, AK 99901
(907) 225-9668; Fax: (907) 225-0522
Jerry A. Scudero, President; Candace L. Scudero, Vice President; Bonnie D. Scudero, Secretary
Equipment: 5 deHavilland Beavers, 3 Cessna 185's

Tar Heel Aviation, Inc. (C)
P. O. Box 916, Jacksonville, NC 28540
(919) 324-2500; Fax: (919) 324-3323
Jere Fountain, President/Director-Operations; Frank Gross, General Manager; Ernest Williams, Director-Maintenance
Equipment: Cargo only: 2 Cessna 208's, 1 Beech Baron, 1 GAF Nomad, 1 Piper Navajo

Tatonduk Outfitters, Ltd. (3K) (P,C,M)
dba Tatonduk Flying Service
P. O. Box 55, Eagle, AK 99738
(907) 547-2221; Fax: (907) 474-3002
Mark Lynch, President; Angie Lynch, Secretary
Equipment: 1 Piper Lance, 1 Cessna 206, 1 Cessna 185, 1 Piper Cub

Telford Aviation, Inc. (C)
Airport Road, Waterville, ME 04901
(207) 872-5555; Fax: (207) 872-6794
Telford Allen, President/Director-Operations; Ross Merry, Director-Maintenance
Equipment: Cargo only: 3 Cessna 208's

Temsco Airlines (AS*/KN) (P,C,M)
(Division-Temsco Helicopters, Inc.)
dba Alaska Airlines Commuter
P. O. Box 8015, Ketchikan, AK 99901
(907) 225-9810; Fax: (907) 225-5633
James B. Taro, President; Jim Van Altvorst, General Manager; Tim Montgomery, Manager-Operations; James L. Baumgartner, Chief Pilot; Alan Jones, Chief Mechanic
Equipment: 9 deHavilland Beavers, 8 deHavilland Otters, 2 Cessna 185's, 1 Britten Norman Islander, 1 Britten Norman Trislander

Tol Air Services, Inc. (C)
P. O. Box 37670, Airport Station, San Juan, PR 00937
(809) 791-5235; Fax: (809) 791-8385
Jorge A. Toledo, Chief Executive Officer; Lisa L. Rossello, Executive V.P.; Jose R. Lugo, General Manager
Equipment: Cargo only: 5 Douglas DC-3's, 3 Cessna 402's, 3 Beech 18's

Trail Lake Flying Service, Inc.
dba Harbor Air Service

Trans North Aviation, Ltd. (4Q) (P)
P. O. Box 1445, Eagle River, WI 54521
(715) 479-6777
Ronald J. Schaberg, President; Kathleen D. Schaberg, Vice President; Dan Gilbert, Director-Maintenance; Sam MacGregor, Chief Pilot
Equipment: 3 Piper Navajos, 1 Cessna 402

Trans States Airlines, Inc. (TW*/9N) (P,C,M)
dba Trans World Express
3990 Fee Fee Road, St. Louis, MO 63044
(314) 739-7399; Fax: (314) 739-2952
Hulas Kanodia, President; Al Blosse, Vice President-Maintenance; Ed McEnroe, Vice President-Finance; Don Soph, Vice President-Customer Service; Craig Tompkins, Vice President-Flight Operations; Gary Santos, Director-Special Projects; Bill Mishk, Director-Marketing
Equipment: 15 British Aerospace Jetstream 31's, 11 Fairchild Metros, 8 Embraer Brasilias, 7 ATR 42's

Trans World Express
See individual listings for:
- Jet Express, Inc.
- Metro Airlines Northeast, Inc.
- Trans States Airlines

Union Flights (C)
6273 Freeport Boulevard, Executive Airport, Sacramento, CA 99706
(916) 421-8531; Fax: (916) 421-8546
Jay Paynter, President
Equipment: Cargo only: 6 dehavilland Caribous, 4 Piper Navajos, 4 Beech 18's, 3 Cessna 208's, 2 Piper Saratogas, 1 Beech 18 Turbo, 1 Douglas DC-3

United Express
See individual listings for:
- Air Wisconsin, Inc.
- Mesa Airlines, Inc.
- WestAir Commuter Airlines, Inc.

USAir Express
See individual listings for:
- Air Midwest, Inc.
- Allegheny Commuter Airlines, Inc,
- CCAir, Inc.
- Chautauqua Airlines, Inc.
- Commutair
- Crown Airways, Inc.
- Henson Aviation, Inc.
- Jetstream International Airlines, Inc.
- Pennsylvania Commuter Airlines, Inc.
- StatesWest Airlines, Inc.

Vieques Air Link, Inc. (VI) (P,C)
P. O. Box 487, Vieques, PR 00765
(809) 741-3266; Fax: (809) 741-0545
Ozvaldo Gonzalez, President; Jimmie Adams, Director-Operations; Wilfredo Perez, Director-Maintenance; Angel Maldonado, Chief Pilot
Equipment: 2 Britten Norman Islanders, 2 Britten Norman Trislanders, 1 Piper Aztec

Viking International Airlines, Inc. (VO) (C)
4401 34th Avenue South, Minneapolis, MN 55450
(612) 726-1640; Fax: (612) 726-1645
Larry Siggelkow, President; Kevin McGraw, Vice President/General Manager; Brian N. Duehring, Director-Operations; John Quilling, Director-Maintenance
Equipment: Cargo only: 2 Convair 640's, 2 Convair 600's

Village Aviation, Inc.
dba Camai Air

Virgin Air, Inc. (ZP) (P,C)
P. O. Box 2788, St. Thomas, VI 00803
(809) 776-2722; Fax: (809) 776-2992
Paul Wikander, President; Margaret Wikander, Vice President; Annette Wikander, Secretary
Equipment: 7 Piper Aztecs, 1 Cessna 402, 1 Piper Apache, 1 Beech 18; Cargo only: 1 Beech 18

Walker's Aviation Services, Inc. (XW) (P)
dba Walker's International
700 S.W. 34th Street, Ft. Lauderdale, FL 33315
(305) 359-1405; Fax: (305) 359-1414
Flemming Andersen, General Manager/Director-Operations; Mac Ashton, Director-Maintenance; Noreene Taylor, Manager-Customer Services
Equipment: 1 deHavilland Twin Otter

Warbelow's Air Ventures, Inc. (4W) (P,C,M)
6262 Old Airport Road, Fairbanks, AK 99706
(907) 474-0518; Fax: (907) 479-5054
Arthur Warbelow, President/Secretary/Treasurer; Richard Cross, Director-Maintenance; Pete Haggland, Director-Operations
Equipment: 2 Piper Navajos, 2 Piper Super Cubs, 2 Cessna 207's, 1 Cessna 206, 1 Cessna 185

West Isle Air, Inc. (P,C,M)
4000 Airport Road, Anacortes, WA 98221
(206) 293-4691; Fax: (206) 293-0751
James Burton, President; Ron Fitzgerald, Director-Operations
Equipment: 2 Cessna 206's, 2 Cessna 172's, 1 Piper Cherokee Six

WestAir Commuter Airlines, Inc. (OE/UA*) (P,C,M)
dba United Express
5570 Air Terminal Drive, Fresno, CA 93727
(209) 294-6915; Fax: (209) 291-5784
Timothy P. Flynn, Chairman/C.E.O.; Maurice J. Gallagher, President; Kerry Skeen, President-Atlantic Coast Division; Craig Belmondo, Senior V.P.-Operations; David Brown Senior V.P.-Marketing; Bob Hanson, Vice President-Technical Services; Daryl Gault, Vice President-Legal; Mark Peterson, Vice President-Corporate Communications; Ron Booth, Vice President-Finance; Bryan Bedford, Vice President/Controller; Byron Perry, Vice President-Customer Service
Equipment: 56 British Aerospace Jetstream 31's, 29 Embraer Brasilias, 20 Embraer Bandeirantes, 6 British Aerospace 146's, 3 Shorts 330's

Westates Airlines, Inc. (WS) (P)
Columbia County Airport, P. O. Box 423, Hudson, NY 12534
(518) 828-9461; Fax: (518) 828-1303
Mahlon W. Richards, Chairman; Terrence O. Dennison, President/C.E.O.; William H. King, Director-Operations; Darryl E. Dean, Director-Quality Control; Keith Wildes, Director-Maintenance; Ken Pollock, Director-Marketing
Equipment: 4 Convair 580's, 3 Mohawk 298's

Wilbur's, Inc. (8F) (P,C,M)
1740 East Fifth Street, Anchorage, AK 99501
(907) 272-6361; Fax: (907) 272-3486
Joseph H. Wilbur, President/Director-Maintenance; Alden Mowry, Senior V.P.; Steven A. Wilbur, Vice President/General Manager; Tom Laughead, Director-Operations; Anne B. Wilbur, Secretary/Treasurer
Equipment: 3 Cessna 402's, 1 Beech 99, 1 Piper Seneca

Wings Airways (WQ) (P,C)
Wings Field, Stenton and Narcissa Roads, Blue Bell, PA 19422
(215) 646-1800; Fax: (215) 628-3594
James J. Vincenzo, President; David Gomes, Vice President-Finance; Joseph Woosley, Director-Operations; John Penzone, Director-Maintenance; Diane Scollick, Director-Human Resources; Chuck Crowl, Chief Pilot
Equipment: 3 Britten Norman Islanders, 2 Britten Norman Trislanders, 1 deHavilland Twin Otter

Wings of Alaska (SE) (P,C,M)
1873 Shell Simmons Drove, Juneau, AK 99801
(907) 789-9863; Fax: (907) 789-2021
Robert Jacobsen, President; Michael Fenster, Vice President; Karen Hansen, Vice President-Marketing; Russell Shaub, Director-Operations; Donald Bach, Director-Maintenance; Diana Donohue, Director-Finance; George Coulter, Chief Pilot
Equipment: 6 Cessna 207's, 5 deHavilland Beavers, 4 Cessna 206's

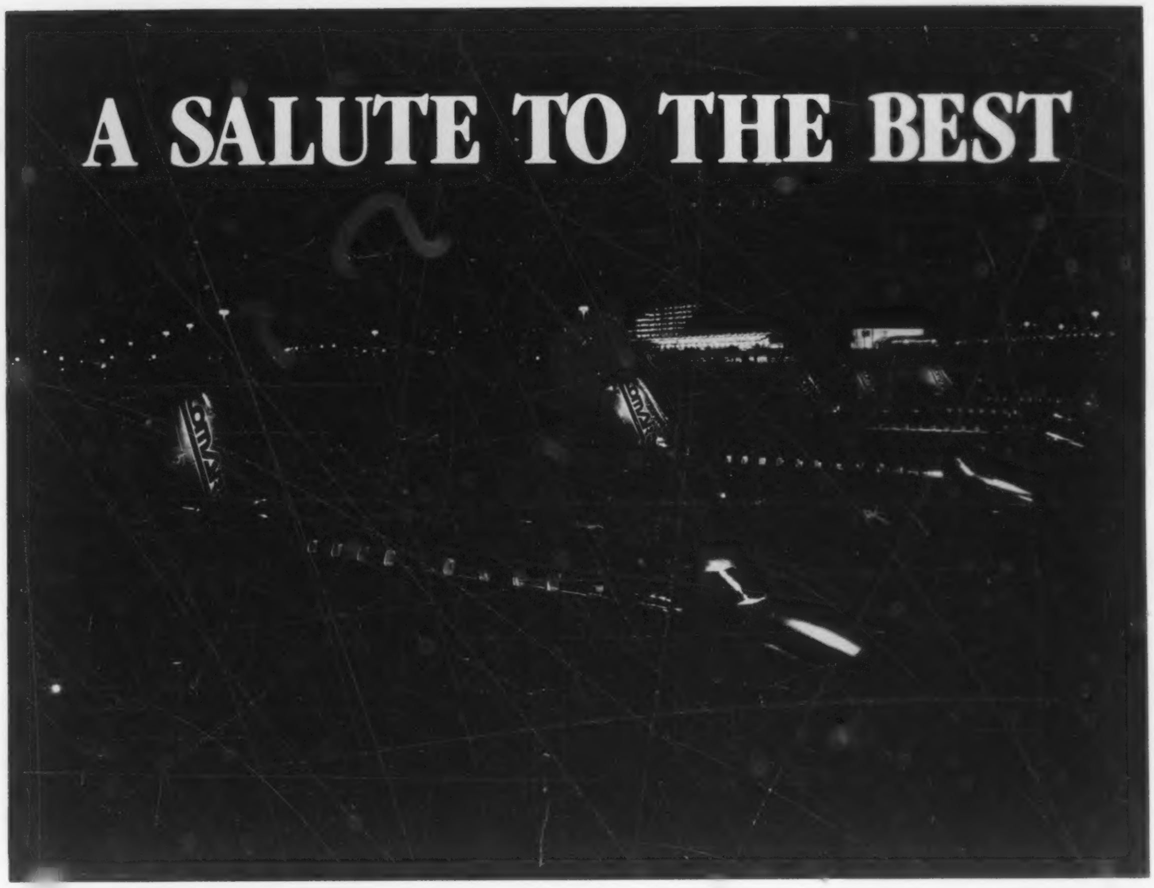
Wings West Airlines, Inc. (AA*/RM) (P,C,M)
(Subsidiary-AMR Corp.)
dba American Eagle
P. O. Box 8115, San Luis Obispo, CA 93403-8115
(805) 541-1010; Fax: (805) 541-2881
J. N. Selvaggio, President; S. G. Davis, Vice President-Administration; J. M. Dowty, Vice President-Marketing/Field Services; R. W. Zoller, Vice President-Operations/Maintenance; P. E. Donnelly, Director-Finance
Equipment: 39 Fairchild Metros

WRA, Inc. (8R) (P,C)
P. O. Box 545, Morrisville, NC 27560
(919) 840-0588
Warren Wheeler, President; David Bristor, Director-Maintenance; Robert Truelove, Director-Operations
Equipment: 1 Beech King Air, 1 Piper Navajo

Yutana Airlines (9Y) (P,C,M)
(Subsidiary-Athabaskan Air Group, Inc.)
P. O. Box 60713, Fairbanks, AK 99709
(907) 366-7188
Dale Erickson, President
Equipment: 6 Piper Lances, 1 Piper Aztec

Yute Air Alaska, Inc. (4Y) (P,C,M)
P. O. Box 890, Dillingham, AK 99576
(907) 842-5333; Fax: (907) 842-1001
William L. Johnson, President; Scott A. Bailie, Vice President/ Secretary/Treasurer; William Jensen, Director-Maintenance; Richard Bottini, Director-Operations; Jack Smith, Chief Pilot
Equipment: 7 Cessna 207's, 1 deHavilland Otter, 1 Piper Navajo, 1 Cessna 207, 1 Cessna 206, 1 Cessna 172

40-Mile Air, Ltd. (6M) (P,C,M)
P. O. Box 539, Tok, AK 99780
(907) 883-5191; Fax: (907) 883-5194
Charles M. Warbelow, President/Director-Operations; Randy Rallo, Director-Maintenance; Lavell Wilson, Chief Pilot
Equipment: 3 Cessna 206's, 2 Piper Super Cubs, 1 Cessna 207, 1 deHavilland Otter, 1 Cessna 185



A SALUTE TO THE BEST

Embraer proudly joins the aviation industry in congratulating the over 2,000 employees of Comair on being named **"Regional Airline of the Year"** by Air Transport World Magazine.

This prestigious award acknowledges a continuing commitment to excellence in aviation that we at Embraer both applaud and strongly share. The Brasilias above are some of the 35 Embraer aircraft currently flying in the Comair livery.

Embraer is extremely proud to be a part of the success of Comair, the Delta Connection, and we look forward to reaching new heights together.

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276 S.W. 34th Street, Fort Lauderdale, FL 33315, USA
Telephone: (305) 359-3710 • Facsimile: (305) 359-8170

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INTERNATIONAL
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Look at the resume. With over 8 million operating hours on the 331 family of APUs, the track record of reliability and long life is unmatched. In addition, Garrett's excellent fuel efficiency, user-friendly controls, and modular maintenance systems mean the best APU for the MD-12X.

The bottom line: The GTCP331-500 delivers what the marketplace requires for this, and future MDX versions. Garrett is the perfect partner for the MD-12X.

Garrett Auxiliary Power Division. P.O. Box 5227, Phoenix, Arizona 85010-5227. (602) 220-3126.

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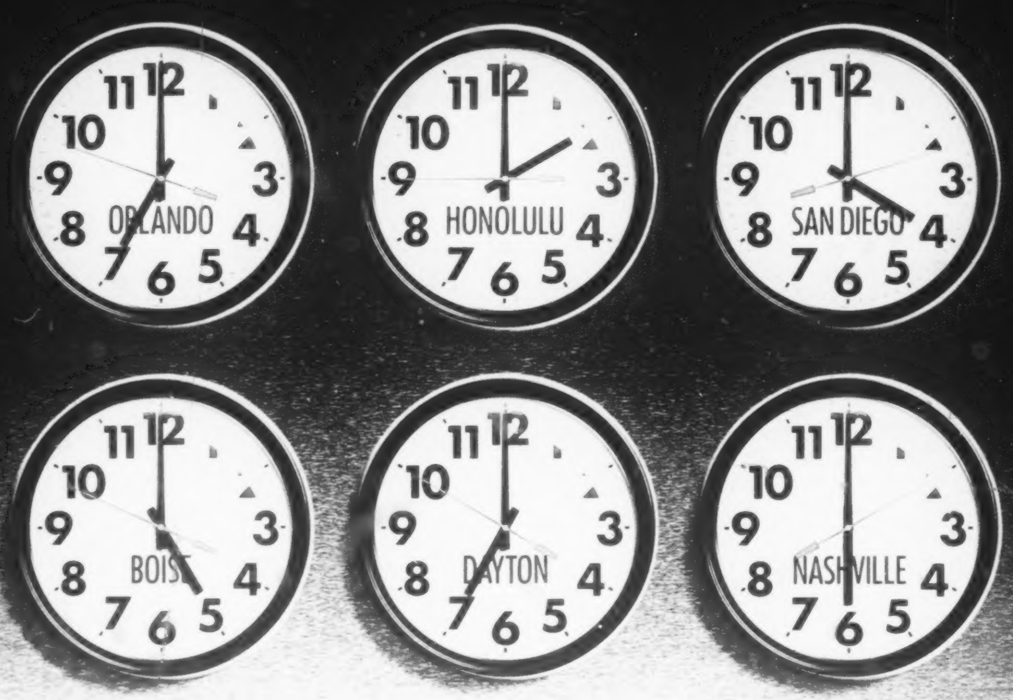
Allied Signal *Aerospace*



We deliver the parts and engine services you need, time after time after time.

Aviall understands the keys to successful regional airline operations —maximum equipment utilization at the most economical cost.

So we've designed cost-effective support services to meet the specialized requirements of your high-cycle, short-route operations.

We maintain over 80 parts branches in major cities throughout the U.S. and around the world. They are linked to each other, and to our Dallas distribution center, by an advanced, computerized communications network. The entire system draws on our $150 million inventory representing over 300 product lines to ensure parts availability and fast delivery wherever you are.

Aviall supports you with high quality turbine engine support services for Pratt & Whitney PT6, PW100, Allison 501/T56, and Rolls-Royce Spey and Tay. Complete overhaul and repair. Hot sections. Engine rentals. Accessory and component exchange. Field service and troubleshooting 24 hours a day, seven days a week. In addition, we're a major repair center for the Garrett TPE-331 engine.

Our commitment to regional airline customers is as it has always been — one-on-one, personalized and dedicated to customer satisfaction through quality.

Which is why profitable regional airlines keep coming back to Aviall for all their support services. Time after time after time.

Regional Airline Services: [illegible]

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FUNDING

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Unlike many other financial institutions, The CIT Group/Capital Financing is increasing its commitment to the regional airline industry.

We have a dedicated aerospace team, including specialists in regional aircraft, who handle all of our commercial aircraft transactions. This group holds one of the largest portfolios of regional aircraft in the industry. In fact, we've helped regional airlines finance the purchase or lease of virtually every type of commuter aircraft from every manufacturer.

With our expertise in the regional airline industry, we understand the issues you're confronting. And with our Flexible Funding policy, we loosen the constraints of conventional financing to create custom-designed financial packages that help you reach your specific business goals.

Find out how Flexible Funding from The CIT Group/Capital Financing can help your operation. Call Joe Mellon at (212) 270-6643.

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Manufacturers Hanover

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Associate Member Directory

Associate Member Directory

AAI Corporation
P.O. Box 126
Hunt Valley, MD 21030-0126
RAA Representative: Dave Tolliver
301/666-1400

AAI Corporation engineers and manufacturers training and simulation systems (flight, operator, maintenance and firefighter training, weather surveillance systems), automatic test equipment (system, module, and component test and checkout), unmanned systems (unmanned aerial vehicles, ground control stations, and data links), mechanical systems (handling equipment, advanced mobile systems, and advanced weapon and munitions concepts), and logistic support (comprehensive support capabilities).

AAR Corp.
1111 Nicholas Boulevard
Elk Grove, IL 60007
RAA Representative: Dennis Mullins
405/681-3000

AAR CORP. is a multinational company with several subsidiaries that provide products and services for regional aircraft operators.

AAR Financial Services Corp. provides financing of aircraft and engines for regional airlines. Customized programs include operating leases for short-term equipment needs as well as long-term financial leases.

AAR Landing Gear Center, located in Miami, Florida, specializes in the repair, exchange and overhaul of landing gear for multiple airframe types.

AAR Oklahoma, Inc. is a full-service aviation organization providing piston and turbine-powered aircraft maintenance, modification, installation, inspection and repair. Other services include proprietary product installation, propeller overhaul, overhaul and installation of avionics equipment, interior refurbishment, exterior painting, wholesale parts sales, and a wide variety of airframe parts sales. AAR Oklahoma is a Class 4 FAA repair station.

AAR Technical Service Center, Inc. has capabilities for the overhaul, repair and exchange of avionics, instruments, accessories and electronics. Facilities are located on the East and West Coasts and in the Midwest. The company specializes in fast turnaround times, exchange unit availability and other support activities including reliability and analysis reports.

A/C Fuel Cells Worldwide Inc.
6075 E. Shelby Drive
Memphis, TN 38141
RAA Representative: Charles L. Lanza
901/794-4488

A/C is a FAA certified Repair Station specializing in the repair/remanufacturing of fixed and rotary wing aircraft fuel cells and float bags. We also sell new fuel cells, float bags, baggage cart curtains and jetway canopys.

Adler, Kaplan & Begy
10 North Dearborn Street
Chicago, IL 60602
RAA Representatives: Fred C. Begy, III and Mitchell J. Kanaan
312/419-5333

Adler, Kaplan & Begy is a law firm with broad experience in legal matters related to the airline and aerospace industry. The firm concentrates its practice in complex litigation arising in the context of aviation, space and environmental law. The firm also provides many other legal services to regional air carriers, trunk airlines, fixed base operators, maintenance facilities, and aircraft and component part manufacturers worldwide. Adler, Kaplan & Begy provides the following assistance to our clients in the management of aviation matters: establishment of claims handling and reporting procedures; assumption of responsibility for the coordination of responsive efforts in the event of catastrophic disasters; on-site loss response team available to clients twenty-four hours a day; representation before the Federal Aviation Administration and the National Transportation Safety Board; review of airline operations activities and emergency response plans; and consultation with airline management on business matters.

The firm also represents airline management in labor and employment matters including: consultation on contracts and employment policies and practices. Adler, Kaplan & Begy also routinely appears in Federal and State Courts in defense of its airline clients against charges of discrimination, wrongful termination and other complaints in the area of employment law.

Adler, Kaplan & Begy also offers extensive experience in environmental law matters. The firm has frequently defended its clients as alleged hazardous waste generators in cases involving both personal injury and property damage as well as before federal and state environmental agencies.

Aero-Mach Labs, Inc.
633 E. Harry Street
Wichita, KS 67211
RAA Representative: Joanne Marsh
316/267-1007

Aero-Mach Labs, Inc. is an FAA Certified Repair Station providing service, exchange and sales of instruments in Classes I, II, III, and IV and Accessories, Classes II and III. All classes are unlimited.

As a Certified Repair Station we are authorized to perform warranty repair service for Ametek Aerospace Products (formerly Ametek/U.S. Guage and Weston Instruments), Aero Mechanism, and Ragen Data Systems. We are also factory authorized to service Bendix/King and Insco products.

With twenty (20) years of experience we have learned to respond to the requirements of the aircraft operators with AOG, exchange and overhaul requirements.

We actively solicit surplus inventories of instruments and avionics in the support of our exchange stocks.

Aero-Maintenance Services
5426 Robin Hood Road
Norfolk, VA 23513
RAA Representative: Rawleigh L. Tremain, Jr.
804/857-6400; 800/446-8131

We are a national supplier of temporary employees with aviation maintenance as our sole focus. We provide people, skilled in the various disciplines required for the maintenance, modification, overhaul and repair of aircraft and their systems and components on a "when needed, where needed, for the time needed" basis. When assigned, our employees work under our customer's repair authority, direction and control.

Aero Quality Sales
One Circle West
Stamford, CT 06904
RAA Representative: John Downey
203/351-8500

Aero Quality Sales is a leading distributor of nickel cadmium and lead acid aircraft batteries. We operate FAA/CAA certified field offices. They are located in Dallas, Detroit, Houston, London, Los Angeles, Miami, and Stamford. Our company carries a multi-million dollar inventory to satisfy all customer requirements. In addition to batteries, we also supply state-of-the-art battery service equipment, and ground support equipment.

Aeronautical Radio, Inc. (ARINC)
2551 Riva Road
Annapolis, MD 21401
RAA Representative: Robert W. Lutzow
HDQSDXA
301/266-4022, Telex: 701/867-8553

Aeronautical Radio, Inc. (ARINC) was created in 1929 as the communications company of the airline industry. Today ARINC owns and operates one of the world's largest private switched networks in existence. The ARINC Data Network Service (ADNS) provides direct communications to more than 600 Transport and Travel industry organizations in the world. Easy access to ADNS is provided through a variety of industry standard user protocols, including dial access via the public telephone network, using approved personal computer equipment provided by the customer or ARINC provided.

ARINC has expanded its role to meet the informational requirements of its customers by offering several financial validation and database services including: Dishonored Check Validation (DCIES); Universal Air Travel Plan, Air Plus, American Express, Carte Blanche, Diners Card, Discover, enRoute, MasterCard, and VISA credit card validations (CARDS); as well as ATA's Airline Inventory Redistribution System (AIRS) for exchange of spare parts.

ARINC provides both conventional and trunked ground mobile radio services in support of regional airline operations at airports. ARINC Business Ramp Service (ABRS) simplex and community repeater access service is provided at select airports throughout the United States and ARINC Trunked Radio Service (ATRS) at 18 major airports such as JFK, LAX, BOS, EWR, BWI, CLT, BNA, RDU, SFO, SJU, ORD, DEN, DFW, PHL, ATL, MIA, PIT and SJC.

ARINC Domestic Voice Service provides a viable air/ground communications system which can service the route structure requirements of the regional airlines throughout the United States.

Aircraft Communication Addressing and Reporting System (ACARS) is an air/ground communication system that provides data communications between the aircraft and ground facilities. The ACARS network presently consists of over 300 ground stations providing service to all major airports in the domestic U.S. This network of stations efficiently handles over 4 million messages monthly. Typical ACARS messages include information on engine performance, fuel, crew and other data related to the safety and operation of the aircraft. ACARS messages are transmitted over the ACARS VHF data link to the ground station network and are relayed to the airline via ADNS.

ARINC Maintenance Service (AMS) is provided throughout the continental United States, Hawaii, and Puerto Rico with primary responsibility for maintaining customer owned equipment used in the provision of ARINC services. In addition, AMS is available on a fixed price basis for a wide variety of customer provided radio, data, and telephone equipment.

Aerospace Lighting Corp.

101-8 Colin Drive
Holbrook, NY 11741
RAA Representative: Michael J. Tenzyk
516/563-6400

Aerospace Lighting Corp. (ALC) manufactures and distributes a fluorescent lighting system for aircraft cockpits and cabins. A variety of 1/2 inch and 1/4 inch fluorescent bulbs, fixtures, inverters, and power units, coupled with single wire installation allow for simple off-the-shelf customized interior schemes. All products are manufactured under FAA-PMA. Repair of products is done on-site under the ALC FAA Approved Repair Station Certificate.

AIG Aviation, Inc.

1175 Peachtree Street, N.E.
Suite 1000
Atlanta, GA 30361
RAA Representative: James A. Harris, Jr.
404/249-1800

Aviation insurance underwriters responsible for underwriting and management of American International Group, Inc.'s worldwide portfolio of aviation insurance business. Our product lines include all forms of aviation insurance available - airline, regional airline, manufacturers products, airports, general aviation and workers compensation.

Air Transport World

600 Summer Street
P.O. Box 1361
Stamford, CT 06904
RAA Representative: Gere D. Coffey
203/348-7531

Air Transport World magazine is the primary management communications publication for all U.S. and international airlines. Its special commuter/regional monthly news and feature section provides vital information for executive managements of highly dispersed commuter/regional air carriers, and at the same time, it keeps the total world system apprised of the role these smaller airlines play in global operations. ATW offers the most complete airline system coverage of any airline publication. Circulation is 41,000 (operations and management news contributions are welcomed.)

Aircraft Instrument & Radio Co., Inc.

1853 S. Eisenhower Ct.
Wichita, KS 67209
***RAA Representative:* Jim Ries**
316/945-0445

Dealer/Supplier of aircraft instruments, avionics, expendables, rotable equipment and support products, with sale, lease and exchange programs. Also with our in-house subsidiary, Aircraft Instrument & Radio Services, Inc., an FAA approved repair station, we provide repair, overhaul and recertification of same equipment. Complete sale, exchange, loaner and service programs available 24 hours a day, seven days a week. 24 hour AOG Hotline: 800/835-2243.

See our advertisement on page 4.

Aircraft Performance Unlimited, Inc.

2950 Metro Drive, Suite 312
Bloomington, MN 55425
RAA Representative: Michael J. Caflisch
612/854-2440

Aircraft Performance Unlimited (APU) has been providing airport analysis and other flight operations technical services to the regional airline community for nearly a decade. APU has developed one of the most comprehensive regional aircraft databases in the industry. Takeoff and landing performance data is available for virtually all aircraft used in commuter and/or regional airline service.

APU is now marketing WXAir Plus, a one-source, state-of-the-art dispatch and flight release program. WXAir Plus is one of the first totally integrated dispatch/flight release packages ever designed with the regional airline in mind. It brings together under one umbrella all of the necessary dispatch functions including weather data retrieval, NOTAMS, flight planning, weight and balance, and real-time calculation of takeoff/landing performance.

Aircraft Technical Publishers

101 South Hill Drive
Brisbane, CA 94005
RAA Representative: Caroline Daniels
1/800/227-4610

ATP is well know throughout the general aviation industry as the leader in maintenance information systems management. For most short haul common carriers, ATP will offer customized information management services designed for fleet maintenance in the regional airline market. This includes comprehensive maintenance microfiche library services for airframe, engines, avionics, and FAA information. These library services are updated bi-weekly and include specialized indexing for the most efficient information access. We also provide online searches for ADs, Service Bulletins and Service Letters relating to an individual aircraft updated daily.

ATP carries over 225 different aircraft, avionics and FAA Libraries used by over 9,000 fleets, FBO's and government agencies around the world.

Associate Member Directory

Airport Terminal Services, Inc.
P.O. Box 10265
St. Louis Lambert Int'l Airport
St. Louis, MO 63145
RAA Representative: Nicholas L. Campbell
314/426-9115

Airport Terminal Services, Inc. is an airline service company with the capability of ground handling both wide and narrow bodied aircraft with services including ticketing, security screening, skycaps, aircraft fueling, baggage/freight handling and aircraft interior grooming. ATS also performs ground equipment sales and refurbishing. At its corporate headquarters in St. Louis, ATS has been the airline service contractor since 1976, and has similar operations in Ft. Myers, and West Palm Beach, Florida; Dallas-Ft. Worth, Texas; Ontario, Burbank, Santa Ana and Los Angeles, California; Tucson, Arizona; and Portland, Oregon.

Airwork Corporation
Millville Municipal Airport
Millville, NJ 08332-4882
RAA Representative: Ralph Wiseley
609/825-6000

Airwork Corporation and Pacific Airmotive Corporation provide complete commuter airline PT6 and Dart engine overhaul, repair and field service. Included are around-the-clock hangar service, proven trend monitoring and modular overhaul programs, 24-hour parts repair and HSI's. Located in Millville, N.J. with satellite shops in Phoenix, Portland -OR, Atlanta, Dayton, Wichita, Houston and Hartford, CT. Airwork's facility at Miami and Burbank, California offers complete PT6 engine overhaul and repair.

Alden Electronics/Zephyr Weather Information Service, Inc.
40 Washington St.
Westborough, MA 01581
RAA Representative: Kevin A. Porreco
508/898-3511; 508/366-8851

Alden Electronics, Inc. and its subsidiary Zephyr Weather Information Service, Inc. are a "TOTAL" weather information source for Color Weather Graphic Display Systems which display weather radar, aviation weather charts, satellite imagery, and a wide variety of other weather data services for use within aviation. In addition Zephyr transmits over 15 different weather data services via both C-Band and Ku-Band satellites.

Zephyr also distributes its Lightning Position And Tracking System (LPATS) Data Service. This service provides in a graphic display, real-time cloud-to-ground lightning strike information for the entire United States. Customer can select from a coverage area of 120x120, 240x240, 480x480 miles square, or the LPATS National Coverage. The LPATS Data Service is an extremely valuable safety tool for both flight operations departments and ramp services personnel.

Alexander & Alexander, Inc.
220 East 42nd Street
New York, NY 10017
RAA Representative: Joseph M. Rosenthal
212/973-4200

Alexander & Alexander is a major international insurance broker with more than 200 offices in 75 countries. Its experienced aviation staff provides comprehensive insurance programs tailored to the varied needs of its clients, be they regional, national or major airlines or specialized manufacturers. The firm's depth in the U.S., Canada and the U.K. allows Alexander & Alexander personnel immediate access to both North America markets and Lloyds of London brokers and ensures clients constant assistance and attention.

Alex. Brown & Sons Incorporated
135 East Baltimore Street
Baltimore, MD 21202
RAA Representatives: Mike Halloran & John Larkin
301/727-1700

Alex. Brown & Sons is a full service investment banking firm that provides financial services to institutions and individuals and provides investment banking services for corporate and municipal clients. Alex. Brown focuses on eight industry segments that are characterized by rapid growth or change due to technological, sociological or regulatory factors. These sectors include transportation (with further specialization in the regional airline and trucking industries), computer technology, health care, consumer financial services and environmental services. Alex. Brown provides a broad range of corporate finance and merger and acquisition services for companies in these selected industries.

Algemene Bank Nederland N.V.
135 South LaSalle Street
Chicago, IL 60603
RAA Representative: Marvin D. Juliar
312/443-2900

ABN Bank, the largest bank of the Netherlands, has established an international network of branches and affiliates in 45 countries on five continents, including offices in ten cities in the United States and three in Canada. Aviation specialists located in Chicago, Amsterdam, and Tokyo are ready to serve the needs of the aviation industry.

Allison Gas Turbine Division GMC
P.O. Box 420, Special Code U10A
Indianapolis, IN 46206-0420
***RAA Representative:* Dr. A.S. Novick**
317/230-5786

Allison Gas Turbine Div. of General Motors Corp. is committed to the design, development and manufacturing of turboprop and turbofan engines to power the new generation of high speed regional airliners. The GMA 2100 advanced turboprop will power the SAAB 2000 jetprop and IPTN's N-250 wide body commuter. The GMA 3007 turbofan will power Embraer's EMB-145 regional jet and Cessna's .9 Mach number Citation X business jet. GMA engines are also being considered for other high speed regional airliners and business jets.

Allison also manufactures the Model 250 engine, which powers a wide range of light helicopters and fixed wing aircraft and the T56/Model 501 high power turboprop engine.

See our advertisement on page 50.

Aluminum Company of America
P.O. Box 8025
Bettendorf, IA 52722
RAA Representative: James D. Buescher
319/344-3011

All forms of aluminum flat rolled products for the aerospace industry.

American Airlines
P.O. Box 619616
Dallas/Ft. Worth Airport, TX 75261-9616
RAA Representative: Robert Martens
817/967-1294

American Airlines and its American Eagle regional affiliates are the largest airline system in the free world. Passenger and cargo service is provided to most major destinations in North, Central and South America as well as the Caribbean, Europe and major Pacific locations.

American makes available many data processing services, including SABRE, in several packages to meet the varied needs of all types of carriers. American, American Eagle and AMR Services, our ground handling affiliate, supply airport and operational handling and support in a growing number of locations. American Airlines Decision Technologies (AADT) supplies consulting and sytems in data intensive areas such as yield management, crew planning, schedule optimization and various forms of forecasting.

American is proud of its reputation for quality and dependability. We stand ready to discuss mutually beneficial opportunities.

Ametek, Aerospace Products
900 Clymer Avenue
Sellersville, PA 18960
RAA Representative: G. Jerry Anderer
215/257-6531

Manufacturer of engine instruments, engine data converters, cockpit instruments, LCD modules, fuel gauging systems, pressure transducers, digital flight data acquisition units, fluid level measuring systems.

APEX Aviation Group
601-2 Harwood Drive
Suite 132
Bedford, TX 76021
RAA Representative: Vic Cason
817/488-4558
FAX: 817/488-0227

Worldwide supplier of P&W PT6, PW100, Garrett TPE 331 engines, engine parts and accessories for outright purchase, exchange or lease. Same available for JT-15 and TPE-731 turbofan engines. Aircraft and engine leasing. Complete turbine engine overhaul/repair management services. One engine or an entire fleet. Also doing business as Avcom Technologies, specializing in the manufacture and repair of airborne radomes and other composite assemblies.

ARSI Aviation Consultants
12903 Waterloo
Houston, TX 77045
RAA Representative: Larry D. Johnson
713/434-9158

Brokerage of regional and corporate aircraft, consulting to financers of aviation equipment, general and corporate, maintenance placement and oversight.

Arthur Andersen/Andersen Consulting
425 Walnut Street
Cincinnati, OH 45202
RAA Representative: Brian T. Carley
513/381-6900

Arthur Andersen and Andersen Consulting are business units of the worldwide organization Arthur Andersen & Co., S.C. serving a wide range of airline and airline-related companies.

In addition to its audit and tax practices, Arthur Andersen provides businesses and individuals with merger and acquisition assistance, international business planning, appraisal and valuation, business systems consulting, personal financial planning, litigation support, productivity/profit improvement analysis, and cost management services.

Andersen Consulting provides businesses with systems integration, systems management, change management and information technology consulting.

Associated Aviation Underwriters
51 John F. Kennedy Parkway
Short Hills, NJ
RAA Representative: Brian McBride
201/379-0820

Associated Aviation Underwriters, formed in 1929 to insure the emerging aviation industry, is today one of the largest aviation insurance groups in the World, underwriting on behalf of 32 of America's leading property and casualty insurance companies.

Atlantic Aviation Corporation
Greater Wilmington Airport
P.O. Box 1500
Wilmington, DE 19850
***RAA Representative:* Martyn S Craig**
302/322-7540; 800/223-3127

Cabin interior design, modification, refurbishing and manufacturing. Exterior modification and refurbishment. Extensive composite repair of both interior and exterior components. Refinishing turbo prop and jet engine maintenance, avionics, as well as extensive parts supply nationwide.

See our advertisement on page 39.

ATR Marketing, Inc.
20 Export Drive
Sterling, VA 22170
***RAA Representative:* John S. Buckley**
703/450-6660
Telex: 440281 ATR

Aerospatiale is the manufacturer, with Aeritalia, of the 48 seat ATR 42 aircraft and the 66 seat ATR 72 aircraft. The ATR 42 is powered by the PW120, while the ATR 72 uses the PW124 variant of these fuel efficient engines. ATR Marketing, Inc., is the North American marketing representative for these aircraft.

See our advertisement on pages 18,19.

Auxiliary Power International Corporation
8985 Balboa Avenue
P.O. Box 939090
San Diego, CA 92193-9090
RAA Representative: Thomas L. Apaloo
619/492-5901

Auxiliary Power International Corporation (APIC) is a 50/50 joint venture corporation of Labinal Inc. and Sundstrand Corporation. APIC is an original equipment manufacturer of gas turbine auxil[illegible]wer units (APUs) for the region[illegible]nmercial transport aircraft ma[illegible] the world. Backed by a combined technology base which has accumulated over 80 million hours of gas turbine engines operation, APIC's new generation APUs are used on regional transport aircraft applications such as SAAB 2000, Fokker 50, Dash 8-100/300 and EMB-120 and commercial transports such as B737, MD-80, A320/321, and MD-90.

Aviall
6114 Forest Park Road
Dallas, TX 75209
***RAA Representative:* Terry G. Scott**
214/956-5000

Aviall provides a total service and support program with specializations including overhaul and repair services on the PT6A, PW100, Spey, JT8D engines and accessories, and Allison 501 (A501). Also offered are Field Service and Troubleshooting support, Hot Section Inspection services, engine accessory and component exchanges, engine management and monitoring programs, parts repair development, on-site training courses in turbine maintenance, and maintenance supervision - Satellite repair facilities with PT6 capability are strategically located to support the Regional/Commuter Airline community. Additionally, spare parts are available through parts distribution centers located at 80 cities throughout the free world.

See our advertisement on page 67.

Aviation Compliance Services, Inc.
1600 Parkwood Circle
Suite 310
Atlanta, GA 30339
RAA Representative: Danny S. Wright
404/951-2312

Aviation Compliance Services is a technical aviation consulting company which specializes in regulatory compliance matters relating to operations and airworthiness. ACS offers independent regulatory compliance audits, safety inspections, manual development and revision service, reliability programs, CAD/CAM for maintenance/engineering departments, minimum equipment lists and worldwide accident investigation service.

Aviation Computing Services
P.O. Box 8062
McMinnville, TN 37110
RAA Representative: Rachel Killebrew
615/473-8616

Specializes in evaluations, audits, computerization, cost savings of maintenance records, training records, qualifications, calibrations records, industrial injury data. Provides special software development, contract programming, evaluations or modifications of present software. Conducts seminars on future aviation computer solutions. Markets computer software for aviation industry.

Associate Member Directory

Aviation Fuel Cells Int'l.
5680 Shelby Drive
Memphis, TN 38104
RAA Representative: Patrick Manning
901/362-2355
1/800/238-3835

Remanufactured, new, and overhaul exchange aviation fuel cells and helicopter floats.

Deicer boots for ATR-42, DHC-6, -7, -8.

Aviation Management Systems, Inc.
Lincoln North
Lincoln, MA 01773
RAA Representative: John W. Shaffer
617/259-8907

Consulting and management services in all aspects of aviation management and control to U.S. and International major and regional airlines, airframe, engine and components manufacturers, domestic and foreign repair stations and Fixed-Based Operations. Safety and FAR conformance audits for maintenance and operations. Develop and implement CAMP (Continuous Airworthiness Maintenance Program) programs, quality assurance systems, aircraft records assessments, inventory and material control programs, vendor control programs, documents control systems, management training, Maintenance Base Operational programs, maintenance, engineering and flight operations, organizational evaluations, flight crew optimization programs and forecasting systems for material and labor; assessments and systems design for solutions, training, implementation and follow-up. Aircraft leasing/sales.

Aviation Training, Inc.
6300 - 34th Avenue S.
Minneapolis, MN 55450-2905
RAA Representative: Robert P. Johnson
612/726-9320

Aviation Training, Inc. is a recognized leader in the training and licensing of Aircraft Dispatchers. The school provides a professional staff of current and retired dispatchers, pilots, maintenance specialists and meteorologists which ensures each student a solid foundation in both the theoretical and practical aspects of operational control.

ATI's Correspondence course, available to qualified applicants, in either the airlines or corporate field, enables a firm to license their professional personnel at a reasonable cost in both time and money.

SAWRS weather observer training is also available either at the school or on site.

Avion Graphics, Inc.
P.O. Box 5001-324
El Toro, CA 92630
RAA Representative: Michele Arnerich
714/472-0438

Avion Graphics is dedicated to serving the airline/aircraft industry with markings Our capabilities include the silkscreening, die-cutting, and computer printing of decals, placards, stencils and paint matts for aircraft exterior, interior and GSE.

Avionics Sales
3580 Pierce Drive
Atlanta, GA 30341
RAA Representative: Scott James
404/455-0348, 800/458-6177

Avionics, instruments, electronic accessory sales and service. Also stocking rotable parts for Beech Turboprops, BAe 31 Jetstream and Shorts. Specializing in fleet operators. Currently working with over fifteen regionals. 24 hour AOG service.

Avitech Engineering Corporation
2130 Adams Avenue
San Leandro, CA 94577
RAA Representative: Don Connors
415/562-2811; 800/227-1850
FAX: 415/528-5167

Avitech Engineering Corporation provides overhaul and repair services on a wide variety of accessories and components used on Regional Airline Aircraft. Avitech is a Factory Authorized Repair Station and Distributor for many component manufacturers. Avitech specializes in the servicing of the following:

- Electrical Generating Equipment and Controls
- Hydraulic Pumps, Actuators and Valves
- Fuel Pumps, Valves and Controls
- Environmental Systems, Fans, Blowers, Sensors and Controls

Avline Leasing Corp.
9901 I.H. 10 West
Suite 640
San Antonio, TX 78230
RAA Representative: James P. Foody
512/694-4180

Speciality: regional aircraft operating leasing.

AVMARK, Inc.
1911 North Ft. Myer Drive
Suite 1000
Arlington, VA 22209
RAA Representative: Lan Thomas
703/528-5610

AVMARK, Inc. provides aviation management consulting, aircraft appraisal and valuation services, and publishes industry related journals. In the commuter/regional field AVMARK offers management, marketing, operations and maintenance assistance. Areas of specialization include route and market evaluations and planning, business and marketing plans, DOT fitness and FAA operating certificate filings, code-sharing and major carrier ownership issues, traffic, capacity and fleet forecasting, and new entrant start-up assistance. AVMARK clients include airlines, manufacturers, law firms, media, associations and governments. AVMARK sponsors three annual conferences on the aircraft industry. AVMARK maintains offices in Washington, DC, London and Hong Kong.

AvStat Associates, Inc.
2501 K Street, N.W. (#6A)
Washington, D.C. 20037
RAA Representative: Douglas Abbey
202/338-1727

The firm specializes in commuter/regional airline industry route and fleet planning, including detailed competitive market analysis, comprehensive business plan development, generalized management consulting services, customized market research and feasibility analysis, database management as well as both micro and macro industry forecasting.

AvStat has been engaged by a wide variety of airlines, aircraft manufacturers, airports and other organizations involved in research activities.

AvStat is proud to have assisted in the production of the Regional Airline Association's Annual Report, for over a decade.

B & D Instruments & Avionics, Inc.
209 West Main
Valley Center, KS 67147
RAA Representative: John K. Nims
316/755-1223

Manufacture: Aircraft Engine Instruments, Ordinance Signs, True Airspeed Computers, Cockpit Voice Recorders, and Digital Air Data Computers.

Bank of America N.T. & S.A.
NAD-Airlines Group #5770
555 S. Flower Street
Los Angeles, CA 90071
RAA Representative: Patrick P. Horan
213/228-3443

Bank of America is lender to major airlines and makes working capital loans. Bank of America also finances pieces of equipment, does leasing and cash management. Bank of America is also one of the top U.S. banks providing financial services to airlines.

Barclays Bank PLC
75 Wall Street
New York, NY 10265
RAA Representative: Les Bek
212/412-3666

Barclays Bank PLC is one of the world's leading financial institutions. Barclays possesses aerospace teams in New York, London and Hong Kong. Barclays Bank provides traditional mortgage financing, equity placements, and a variety of capital market products to regional, national and major airlines.

Barfield Instrument Corp.
1478 Central Ave.
East Point, GA 30344
RAA Representative: Edd Smith
404/761-4321
FAX: 404/761-0114

Serving the aircraft industry with distinction through instrument service since 1945, Barfield is a certified FAA Repair Station that provides Class I, II, III, IV instrument service; Class I, II, III, accessory service; and specialized service on various components for the regional airline industry. Spares and exchanges for AOG support are available as well as an 24 hour AOG service. A complete line of ground support test equipment is manufactured by Barfield with rental units available for many of the units manufactured. Barfield is a distributor for many manufacturers of aircraft components, tools, and support items. Barfield provides service and quality from yesterday through tomorrow.

Beech Aircraft Corporation
P.O. Box 85
Wichita, KS 67201-0085
RAA Representative: Tom Keough
316/676-8496

Beech Aircraft Corporation has been noted for excellence for over a half century, beginning with its commitment to the airlines in 1937. The popular 1900C Airliner is among the finest built and supported aircraft available. The stand-up version of this aircraft, the 1900D Airliner, provides increased speed, payload and operational flexibility. Certified to FAR Part 23 Commuter Rules, the 1900D offers excellent short field performance, high dispatch reliability and low maintenance costs. It is known as "the only true 19-passenger airliner on the market today."

Beech Aircraft Corporation provides a complete support program which lasts the lifetime of its quality-build Beechcraft Airliners.

Bendix/King
400 North Rogers Road
Olathe, KS 66062
RAA Representative: Kurt Jensen
913/782-0400, Ext. 2036

BENDIX KING offers the most complete line of avionics available to the Regional Airlines, as well as major air carriers. In addition to the renowned line of communication/navigation avionics, BENDIX/KING offers Navigation Management Systems, Microwave Landing Systems, Electronic Flight Instrument Systems, Weather Radar, Flight Control Systems, TCAS, ACARS, Loran, GPS, and other associated products. These products are backed by a world-wide product support organization providing customized training, field service engineering, spares support and same-day piece part shipments. Regional Airlines also can be equipped to maintain Bendix/King avionics in-house. Bendix/King is a unit of Allied-Signal Aerospace Company.

BF Goodrich Aerospace
P.O. Box 340
Waco Street
Troy, OH 45373
RAA Representative: Jay Cross
513/339-3811

Castleberry Instruments and Avionics
Art-Jackson - 512/251-3441
De-Icing Systems
Gary Plummer - 216/374-3045
Foster Air Data Systems
Dennis Schmidt - 614/888-9502
Jet Electronics
Dale Masbruch - 616/949-6600
Simmonds Precision Aircraft Systems
Pierre H. Barre - 802/877-5539
Wheels and Brakes
Jay Cross - 513/339-3811
Wheel and Brake Services
Andy Runyan

BFGoodrich Aerospace is a world leader in the design and manufacture of selected aircraft components, systems, and maintenance repair and overhaul of aircraft components.

A. Biederman, Inc.
1045 Air Way
Glendale, CA 91201
***RAA Representative:* Steve Williamson**
818/246-8431
FAX: 818/243-8965
Telex: 315994

A tradition of quality for over 50 years. A. Biederman, Inc. was founded in 1933 to serve the needs of the rapidly expanding aircraft instrument industry, and today is keeping pace with the technological growth of instrumentation. In addition to license repair capabilities for instrument Class I, II, III, & IV unlimited, Biederman provides Authorized Sales (Stocking Distributor) and in or out of warranty repair support on Ametek/U.S. Gauge, Weston; and Sextant Avionique/SFENA, Thomson-CSF (Jaeger), Badin Crouzet; and Brion Leroux.

See our advertisement on page 139.

Boeing Canada
de Havilland Division
Garratt Boulevard
Downsview, Ontario M3K 1Y5
Canada
***RAA Representative:* Steven A. Ridolfi**
416/375-4108

Boeing Canada, de Havilland Division, through its Dash 8 family of aircraft, is committed to setting the standards worldwide for regional air transport in the 1990s. The recent introduction of the new "1990s" Dash 8 interior coincides with new model designations — the 37/39 passenger Series 100A and 50/56 passenger Series 300A — bringing a new level of service to the regional passenger and expanding the payload/range envelope to provide airlines with greater flexibility.

Services provided include route and economic analyses, fleet planning, scheduling, spares inventory analyses, financing, training and after-sales support.

See our advertisement on pages 40,41.

BonFaire By Placon
6096 McKee Road
Madison, WI 53719
RAA Representative: Michael Brady
608/271-5639

BonFaire supplies disposable passenger dinnerware offering a variety of creative serving concepts designed to inspire new menu ideas. Products include assorted lightweight plastic trays with attached or detachable lids, rotable trays, side dishes and entree insert dishes, cutlery packs, cups and component accessories.

Booth, Wade & Campbell
3100 Cumberland Circle
Suite 1500
Atlanta, GA 30339-5939
RAA Representative: L. Dale Owens
404/850-5000

Booth, Wade & Campbell is a law firm whose practice is heavily involved in representing all aspects of the aviation industry principally airlines, airframe manufacturers, airports and other clients involved in aviation. It handles aircraft acquisitions, financing and leasing, airport matters, arbitrations, Railway Labor Act matters and litigation of all types involving aviation, and labor law as it applies to airlines.

Associate Member Directory

David R. Bornemann Associates, Inc.
8133 Leesburg Pike
Suite 605
Vienna, VA 22182
RAA Representative: David Bornemann
703/821-6848
FAX: 703/821-3523

Bornemann Associates is an aviation automation consulting firm founded in 1978 to provide professional consultation and software development services to regional and international carriers. Personal computer (PC) software is available in the areas of flight schedule development, crew planning, flight dispatch, and pilot training records. A PC-based flight crew management system is under development. Consulting services are offered in the areas of computer feasibility studies, hardware selection, data processing audits, flight crew productivity, and management organization. Office locations are Vienna, VA (near Washington's Dulles); Los Angeles, CA and Houston, TX.

Boullioun Aviation Services, Inc.
500 108th Avenue, N.E.
Suite 2500
Bellevue, WA 98004
RAA Representative: Richard C. Milling
206/454-3106
FAX: 206/454-1913

Bouillioun Aviation Services offers arrangement and provision of sophisticated forms of finance and leasing for trunk and regional airlines, together with expert advice on aircraft marketing and management. The breadth of our resources enables Boullioun Aviation Services to offer a variety of financial and technical services, including leasing (leverage, single investor and operating) and debt financing. Our ability to combine financial structuring, aircraft expertise, and access to strong financial resources is the key element in Boullioun Aviation Services' success as an innovative financier of jet and turboprop aircraft.

The Boyd School
Wilma Boyd Career Schools, Inc.
One Chatham Center
Pittsburgh, PA 15219

Concourse Tower II,
Suite 200, 2090 Palm Beach Lake Blvd.
West Palm Beach, FL 33409
RAA Representative: Elizabeth McKinney
800/245-6673
412/456-1800
407/684-1222

Fifteen week accredited career program specializing in training for the travel industry. 450 class hours include: Airport Procedures; Domestic/International Geography; Air Fares and Ticketing; Professional Sales Technique; Travel Agency Fundamentals and Automated Reservation Procedures.

Complimentary placement services are available to the Regional Airline Association members and all candidates are prescreened to meet the requirements of the individual carriers. When you are in need of station agents, passenger service agents, airport support personnel and reservation sales agents, please call Liz McKinney, Placement Director.

British Aerospace, Inc.
P.O. Box 17414
Dulles International Airport
Washington, DC 20041
***RAA Representative:* Ken Denyer**
703/478-9420
FAX: 703/478-9436

British Aerospace, Inc. (BAe) markets and supports a family of regional airliners, including the 19-seat Jetstream Super 31, the 29-seat Jetstream 41, the 64-seat Advanced Turboprop (ATP), the 70 to 122 seat BAe 146 Series of jetliners, the dedicated freighter 146-QT, the quick convertible 146-QC, and the 70-seat RJ70 (Regional Jetliner) throughout North and South America. Spares support is provided for BAe, Airbus, and Short Brothers products.

Through its subsidiary, Jet Acceptance Corporation (JACO), it leases and finances aircraft for supply into the Western Hemisphere markets with an approximate portfolio value of $1.6 billion.

British Aerospace also offers prospective customers a variety of planning and evaluation services, such as traffic forecasting, fleet planning, and aircraft comparisons.

Flight crew training for Jetstream and 146 aircraft is offered at the BAe Customer Training Center. More than 2,000 pilots a year are able to qualify or requalify at this facility using its classrooms, instructors, and flight simulators.

See our advertisement on cover 2.

W. Brown & Associates Insurance
4675 MacArthur Ct., #770
Newport Beach, CA 92660
RAA Representative: W. Scott Brown
714/851-2060

W. Brown & Associates specializes in providing insurance for the aviation industry.

Camp Systems, Inc.
Long Island MacArthur Airport
Ronkonkoma, NY 11779
FAX NO: 516/588-3294
TELEX NO:14-4577 CAMPSYS RKNK
RAA Representative: Robert B. Leonard
516/588-3200

Camp Systems Inc. (CSI) is one of the largest computerized aviation management systems firms in the world. CSI produces computerized aircraft maintenance programs, inventory systems and, scheduling and quote systems for regional airlines.

CSI CAMP: Full aircraft maintenance management program which includes maintenance procedure information, operational manuals and specifications.

CSI LINK: On-line computerized maintenance management system that connects personal computers directly to CSI's central computer from anywhere in the world via standard telephone lines.

CSI ANDROMEDA MAINTENANCE/INVENTORY: Maintenance Management and Inventory Control. PC based systems that provide full recordkeeping features. The system offers many of the same services as CSI CAMP.

ANDROMEDA SCHEDULING AND CHARTER QUOTE SYSTEMS: The scheduling system provides scheduling of aircraft, passengers and crew. A history of all flight activity is kept and can be easily reported on. The charter quote system allows an operator to establish rates for charter flights.

Canadair, Division of Bombardier Inc.
P.O. Box 6087
1800 Laurentien Blvd.
Ville St. Laurent, P.Q.,
Canada H4R 1K2
***RAA Representative:* Tom Appleton**
514/774-1511
FAX: 514/337-4135

The Canadair Regional Jet was launched in March 1989 to take advantage of new opportunities in the changing world of regional airlines. When it flies this spring the Canadair RJ will be the lowest cost jetliner on the market today. The 50/56-seat RJ is also the only new twinjet available below 100-seat capacity.

An intensive 12-month flight test and certification program will begin immediately after first flight and lead to certification of two versions of the RJ — the Series 100 and the extended range Series 100ER.

The Series 100 features a maximum gross takeoff weight of 47,450 pounds (21,523 kg) and an estimated range of 970 statute miles (1,564 km), while the Series 100ER will have a maximum gross takeoff weight of 51,000 pounds (23,133 kg) and a range of 1,630 statute miles (2,620 km). Both airliners are designed to cruise at Mach .8 (528 mph) (850 km/h), and will be certified to operate up to 41,000 feet (12,496 m).

The Canadair Group of Bombardier Inc.

is also known for its Challenger 601-3A widebody business jet, the CL-215 amphibian and unmanned airborne surveillance systems. It also produces components for major aircraft companies including Aerospatiale, Boeing, British Aerospace and McDonnell Douglas and provides engineering support for the Canadian Forces fleet of CF-18 aircraft.

See our advertisement on page 2.

Canadian Marconi Company
2442 Trenton Avenue
Montreal, Quebec
Canada H3P 1Y9
RAA Representative: Henry Schlachta
514/341-7630

CMC are involved in the design, development, manufacture and support of high technology electronics equipment directed to the aerospace, communications, radar, and specialized components markets. Avionics Division has supplied avionics equipment to the world's airline, military and general aviation users. The commercial Avionics Products group offers a variety of products such as CMA-734 and CMA-771 Omega Navigation System (ONS), CMA-734 Arrow Omega Naviation System, CMA-771 and CMA-900 Navigation Management Systems, CMA-764 Omega Sensor System, CMA-774 GPS Navigation System, as well as ground and airborne CMA-2000 Microwave Landing System (MLS).

Carter Aero Products, Inc.
500 73rd Avenue N.E.
Minneapolis, MN 55432
RAA Representative: Bruce Betker
612/571-1000
FAX: 612/571-3012

Carter Aero markets ground support equipment targeted to the needs of the commuter airline industry. Among the products offered is the Old Faithful De-Icer, an affordable, one-person operated, self-propelled de-icer. Other products offered are the AeroLift, an elevating platform designed to assist passengers with disabilities in enplaning and deplaning, and the AeroChair, a boarding chair designed to accomodate the narrow aisles in commuter aircraft.

Carter Aero is a subsidiary of Carter Day Industries, Inc., a manufacturing and engineering group serving agriculture and industry for over 70 years.

CASA Aircraft USA, Inc.
3810 Concorde Parkway
Suite 1000
Chantilly, VA 22021
RAA Representative: David E. Pearson
703/802-1000

For more than 60 years, CASA has dedicated itself to the development and support of a fleet of high quality, economical and reliable aircraft. Since its introduction in 1972, the CASA C-212 has found popular acceptance in regional airlines worldwide.

Configured for 25 seats, the C-212 offers cabin-class comfort, including stand-up headroom, galley, lavatory and flight attendant amenities.

CASA USA actively supports the U.S. fleet of 40 C-212's, providing complete Flight and Maintenance Training, Product Support and 24-hour A.O.G. service for spares.

The newly certified 44-passenger CN-235 is now available for operation in the U.S. The CN-235 can be configured for passenger, cargo, or in combination, giving it great flexibility in all marketplaces.

Castleberry Instruments & Avionics, Inc.
(a subsidiary of the BF Goodrich Company)
National Headquarters:
817 Dessau Road
Austin, TX 78753
***RAA Representative:* Art Jackson**
512/251-3441
FAX: 512/990-1271
Telex: 76-7130

U.S. Regional Service Center:
1742 N.W. 69th Avenue
Miami, FL 33126
305/594-2963
FAX: 305/594-6923
Telex: 362214

Castleberry Instruments and Avionics specializes in sales, repair, and overhaul of regional airline instruments and avionics. We are a distributor and warranty repair center for AIM, JET, (Attitude and Directional gyros) and Fairchild CVRs and FDRs. Manufacturer of the CASTLEBERRY pitot static testers. We also specialize in the installation of CVR and T.C.A.S. for the regional airlines.

See our advertisement on page 98.

Cessna Aircraft Company
P.O. Box 7706
Wichita, KS 67277
RAA Representative: Phil Michel
316/941-6056

Cessna Aircraft Company, a General Dynamics company, is the world's leading manufacturer of business aircraft jets. Over 1700 Cessna Citations have been manufactured and sold worldwide. Cessna Caravans are the world's best selling utility turboprops, and over 400 have been manufactured and sold throughout the world.

Champion Spark Plug Company
330 Pelham Road
Building B, Suite 200
Greenville, SC 29615
RAA Representative: James T. Quinn
803/370-9655
FAX: 803/232-7050

Aircraft Spark Plugs, Turbine Igniters & Ignition Systems and Oil Filters.

Chrysler Asset Management Corp.
100 Ashford Center North, Suite 120
Atlanta, GA 30338
RAA Representative: Larry Scott
404/392-6769
Fax: 404/392-2178

Aircraft finance and leasing (leverage, single investor and operating leases).

Chrysler Pentastar Aviation
824 Willow Run Airport
Ypsilanti, MI 48198
RAA Representative: Steve Blackstone
313/482-8700

Chrysler Pentastar is a full service aviation support facility specializing in regional airline support with overhaul capabilities of Jetstream 31/Gulfstream 1 Landing Gear, Bandeirante Flap System Components, Convair 240 thru 640 components, Starters, generators, AC/DC Hydraulic Pumps, Motors and Actuators, Pneumatic Valves, Regulators and Actuators, Wheels and Brakes-Corporate and Airline, Life Vest/Raft Sales and Recertification Fuel Pumps and Valves.

The CIT Group/Capital Financing, Inc.
270 Park Avenue - 29th Floor
New York, NY 10017
***RAA Representative:* Joseph D. Mellon**
212/270-6643

The CIT Group/Capital Financing is a major operating unit of the CIT Group, a diversified $11 billion organization owned by Dai-Ichi Kangyo Bank, the worlds largest bank, and Manufacturers Hanover Corporation. Capital Financing provides financing, debt and equity sides of leveraged leases, single investor leases, bridge financing and secured lines of credit for income producing assets. We specialize in financing both major and regional aircraft and currently manage a portfolio of over 300 aircraft. We also offer advisory and aircraft remarketing services and employ a staff of aircraft professionals, including financial structuring specialists, appraisers, pilots and aircraft mechanics.

See our advertisement on page 68.

Associate Member Directory

Collins Avionics
400 Collins Road NE
Cedar Rapids, IA 52498
***RAA Representative:* John R. Wilson**
319/395-4005

Collins manufactures a complete line of new generation avionics for the regional airlines of the world. These products include communications, navigation, flight control, cockpit display systems, weather radar and associated products. Collins Pro Line 4 flight control/instrumentation systems have been selected as standard on a number of new regional aircraft. Support programs are in place to specifically address the concerns of the regional airlines and repair facilities are strategically located throughout the world.

See our advertisement on page 42.

Colorado Aero Tech
10851 W. 120th Ave.
Broomfield, CO 80020
RAA Representative: W.C. Bottoms
800/950-6223

Offer training for A&P certificate over a 16 month program. Classes start every 5 weeks with openings on all three (Mids-Days-Swings) shifts.

In July 1989 a new Avionics Program will be offered. This 18 month program will provide the student with basic understanding of aircraft electronics.

Commuter Air International Magazine
Publisher's Office:
6835 Deerpath Road #E-1
Baltimore, MD 21227
301/379-6300
FAX: 301/379-5916
Publisher: John F. Gorsuch

Editorial offices:
6225 Barfield Road
Atlanta, GA 30328
404/256-9800
Editor: Justin Powers
RAA Representative: John F. Gorsuch

COMMUTER AIR INTERNATIONAL magazine is the only monthly publication edited exclusively for the commuter/regional airline industry world wide. Its editorial direction provides in-depth coverage of the people, products and regulatory changes affecting the industry. Feature articles focus on business categories including air frames, engines, avionics, maintenance, ground support, in-flight services, finance, computers, and more. Regular monthly departments include new products, management changes, Washington Wire, calendar and airline statistics.

Commuter Air Technology, Inc.
14700 No. Airport Drive
Suite 206
Scottsdale, AZ 85260
RAA Representative: N. Keith Nickels
602/951-6288
FAX: 602/998-1239

Manufacturer of CATPASS commuter aircraft as well as kits for partial or full conversion of Beechcraft King Air 200's and 100's. The CATPASS 200-15, configured from the popular King Air 200, is certified in numerous countries including the USA where it is certified under the stringent FAR Part 135 Appendix A. This aircraft is high in performance, besting the Beechcraft 1300 in virtually every category, and is low in acquisition and operating costs.

Other exclusive items available for Beechcraft products include forty and sixty cubic foot cargo pods, zero fuel weight increase kits, high density seats, aft seats and custom high density commuter interiors with individual oxygen, lighting, etc. for each passenger. These and other products are all designed with current technology for the commuter/regional carrier.

Commuter/Regional Airline News
1925 North Lynn Street
Suite 304
Arlington, VA 22209
703/522-2354
Editor: Kelly Q. Murphy
Associate Editor: Perry Bradley
Publisher: Joseph S. Murphy

C/R News is published weekly and is the only high-frequency publication devoted exclusively to the North American commuter/regional airline industry and the news affecting it. Published since 1982, C/R News is the prime source of commuter/regional industry intelligence. Phillips Publishing, Inc., publishers of C/R News, also publishes Airline Financial News and C/R News International.

Commuter World/The Shephard Press
111 High Street
Burnham Bucks
SL1 7JZ England
RAA Representative: Publisher/Editor Alexander Shephard
Editor: Ian Harbison
Burnham (628) 604311
Telex: 846575
FAX: (628) 664334

COMMUTER WORLD is published bimonthly and provides credible and detailed international coverage of the commuter, regional and short-haul industry. Our circulation of 10,883 (ABC audited) is carefully controlled to ensure we reach key decision makers. The Shephard Press also publishes HELICOPTER WORLD, DEFENCE HELICOPTER WORLD, AEROSPACE COMPOSITES & MATERIALS and SPACE.

Conoco Inc.
600 N. Dairy Ashford Road
P.O. Box 4784
Houston, TX 77210-4784
RAA Representative: Dennis Neff
713/293-1534; 800/451-2687

Supplier of Jet Fuel, and Av-Gas.

Continental Airlines
2929 Allen Parkway
Houston, TX 77019
RAA Representative: Lance Perrin
713/834-2613

Continental Express is the Commuter Division of Continental Airlines.

Crowell & Moring
1001 Pennsylvania Avenue, N.W.
Washington, D.C. 20004-2505
RAA Representative: Calvin Davison
202/624-2650

Lawyers at Crowell & Moring, a large, diversified Washington law firm, specialize in most phases of aviation law, including regulatory, litigation and legislative matters. Most regulatory work is before the Department of Transportation and the Federal Aviation Administration, but includes practice before other Federal agencies. Crowell & Moring lawyers also have substantial experience in international aviation matters, postal rate and contract issues, and airport access litigation.

The Dee Howard Co.
9610 John Saunders Road
San Antonio, TX 78216
RAA Representative: Stephen D. Townes
512/828-1341

The company performs major maintenance, modifications and heavy structural repairs for all transport aircraft. In addition, the company is known worldwide for high quality interior installation, avionics and systems upgrades, and re-engining projects.

Delavan Inc.
P.O. Box 100
West Des Moines, IA 50265
RAA Representative: Gary M. Voss
515/274-1561

Manufacture and overhaul of fuel metering products such as: fuel injectors, manifolds, spraybars, and flow divider valves.

Delta Air Lines, Inc.
Hartsfield Atlanta Int'l Airport
Atlanta, GA 30320
RAA Representative: Richard Lowry
404/765-2628

Delta Air Lines enters the 90's continuing its commitment to a close working relationship with individual regional carriers to provide connecting services through its major hub locations. These carriers use Deltamatic reservations system, as well as sharing marketing, advertising and operational support.

Delta's fleet of over 450 aircraft is the youngest of the major U.S. airlines. Delta, with over 500 aircraft on order or option valued in excess of $23 billion, introduced the MD-11 trijet into transpacific service in February.

Delta continues its program of carefully planned growth in both domestic and international markets with the addition in 1991 of Toronto, Canada; Nagoya, Japan; Newburgh, New York; Panama City, Florida; Copenhagen, Denmark; Berlin, Germany; Hong Kong; and Gainesville, Florida.

As an airline which takes pride in its customer service, Delta leads the industry in passenger satisfaction. Since 1974 Delta has received the fewest number of customer complaints per 100,000 passengers flown, according to U.S. Department of Transportation records.

Devtec Corp.
812 Bloomfield Avenue
Windsor, CT 06095
RAA Representative: Scott H. Gordon
203/688-4986

Devtec Corp. was founded in April, 1966 by Richard F. Stern and Yves Helleboid. The goal of the founders was to establish a company dedicated to the marketing and supply of ground support equipment to the commercial and military aerospace industries. Each customer anywhere in the world was to be treated as if they were dealing directly with the manufacturer for technical support and after-sales services.

Under the joint direction of Devtec Corp. and Babb Co., S.A., our European subsidiary, our customer base expanded in various areas of the world. In 1978 Devtec Corp. acquired MGC Associates, a major Hobart domestic distributor. With this acquisition, Devtec Corp. was able to expand its marketing capabilities to include the domestic market while continuing its export activities.

As the company grew, the need for additional offices became apparent and was addressed with the opening of Devtec Co., Ltd. (Hong Kong) and Devtec Enterprises(s) PTE Ltd. (Singapore) to cover the Far East area. Devtec Corp. (California) was also established to cover the western United States. In addition to the Devtec subsidiaries mentioned, agreements have been made with agents in various parts of the world to develop sales of our equipment.

In August 1984, Devtec Corp. acquired a majority interest in Accessory Controls & Equipment Corp. (ACE), which manufactured commercial and aerospace ground support equipment. Presently located at 805 & 812 Bloomfield Avenue, Windsor, CT, ACE has over 44,000 square feet of manufacturing space, 8,000 square feet of administrative and engineering space and over 170 employees. ACE enjoys a solid reputation for quality manufacturing of Air conditioning and Heating Units, Jet Start Vehicles and Lavatory and Water Service Vehicles.

The commercial and aerospace ground support equipment manufactured by ACE has been used by both the U.S. Military as well as commercial airlines around the world. ACE technicians and management personnel have worked on a variety of military programs providing equipment to support AWACS, SPACE SHUTTLE, B1-B, and other important government programs.

The acquisition of Nordco Products by Accessory Controls & Equipment in 1990 further extended Devtec's line of ground support equipment. ACE/NORDCO is located in Dominguez Hills, California U.S.A. Their equipment line includes maintenance lifts, belt loaders, commissary and cabin service trucks, passenger boarding stairs, and lavatory and water service carts and trucks.

For 25 years, Devtec Corp. has been a leading supplier in the aerospace industry providing a wide range of products and state-of-the-art equipment. Devtec Corp. was one of the first to offer the concept of Fixed Aircraft Centralized Systems "FACS" to the industry. FACS is still a major segment of our effort to provide quality GSE to our customers. As one of the most experienced companies in the industry, we are attuned to the needs of our customers and are always in the forefront providing the latest technology available.

Dornier Aviation (North America), Inc.
22455 Davis Drive
Suite 100
Sterling, VA 22170
***RAA Representative:* Horst Steinberg**
703/444-8300

Dornier is a division of Deutsche Aerospace and a member of the Daimler-Benz group. Characterized by growing international cooperation, Dornier's activities include aviation, space technology, defense systems and medical technologies.

Dornier Aviation North America offers full sales, marketing, finance and product support for the Dornier 228 and Dornier 328 regional aircraft. The 19-seat passenger Dornier 228 aircraft series incorporates Dornier's New Technology Wing for higher payloads, lower fuel consumption and improved handling. In the 1990s, the new Dornier 328, designed to be a fast and comfortable regional airliner for up to 33 passengers, will further compliment the aircraft program. The 328 offers high cruising speed and short block times with low operating costs.

See our advertisement on page 95.

Dowty Aerospace Customer Support Center
1304-E Severn Way
Sterling, VA 22170
RAA Representative: W.M. Brockie
703/450-8461

Provides spares and technical support

Dowty Aerospace Aviation Services Repair & Overhaul Division
P.O. Box 5000, Sully Road
Sterling, VA 22170
RAA Representative: T. R. Passey
703/450-8282

Provides repair and overhaul support for Dowty equipment - propellers, landing gear and hydraulic units for the BAe 146, 748, and Jetstream 31, Convair 600, 640, Dash 8, F-27, FH-227, F-28, F-100, Gulfstream 1, Metro III, SF-340, Shorts 330 and 360, and YS-11.

Messier-Bugatti equipment - landing gear and hydraulic on the ATR-42.

DAAS also repairs and overhauls non-Dowty equipment such as Jetstream, Boeing 727 and 737 landing gear, flap transmissions and actuators.

In-house capability for NDT, machining, shot peening and plating.

Duncan Aviation, Inc.
Municipal Airport
P.O. Box 81887
Lincoln, NE 68501
RAA Representative: Larry L. Collier
402/475-2611

Duncan Aviation, Inc. is a full service aviation sales and support facility servicing both general aviation and the airlines. Services provided are aircraft sales; fuel sales; parts sales; aircraft maintenance; avionics and instrument repair and overhaul; and aircraft modifications. Other specialties are turbine engine repair and overhaul; accessory repair and overhaul; propeller

continued next page

shop; and technical service representatives.

Duncan's avionics, instrument, and accessory departments are one of the largest in the country with over 80% ship-in units. Try our quick turn around and free loaners.

Aircraft modifications specialize in aircraft painting; design, installation, and certification of avionics systems, auxiliary power units, entertainment systems, cabinets, and interiors.

The Law Offices of Michael Dworkin
One Embarcadero Center, Suite 370
San Francisco, CA 94111
RAA Representative: Michael L. Dworkin
415/433-1321

The Law Office of Michael L. Dworkin is a law firm specializing in aviation matters, including FAA/NTSB/DOT regulatory, enforcement, certification and accident investigation matters; airport use and access; insurance; aircraft and equipment acquisition and disposal; contract services; and litigation, on a nation-wide basis. The firm's clients include airlines, air taxis and commercial operators, repair stations, aviation fixed base operators, airports, manufacturers and other persons, firms and corporations owning and/or operating aircraft. Prior to establishing this firm ten years ago, Mr. Dworkin was house counsel to a major U.S. airline for 4 1/2 years and an attorney with the Federal Aviation Administration in Washington D.C. and Los Angeles, California for 4 1/2 years.

DynAir
2000 Edmund Halley Drive
Reston, VA 22091-3436
RAA Representative: Paul P. Hannak
703/264-9511

DynAir (a unit of DynCorp) serves commercial aviation clients worldwide. Its Commercial Aviation Services Group is one of the largest independent companies engaged in the maintenance, modification, ground handling, and fueling of commercial and military transport aircraft. The DynAir Tech maintenance facilities in Phoenix, Arizona; Miami, Florida; and Amarillo, Texas are FAA approved and recognized by most U.S. and international commercial aircraft carriers.

Elsinore Aerospace Services
P.O. Box 8447
Newport Beach, CA 92658
RAA Representative: Jerry L. Schumacher
714/263-5750

Aircraft maintenance, ground handling, contract maintenance personnel, fuel tank leak detection and repair on site or in the field, overhaul and modification, avionics repair, aircraft exterior washing and interior cleaning, ticketing, baggage unloading and handling, line maintenance, engineering consulting, FAA DER approvals, engineering services including design and analysis, engineering and manufacturing for special projects, including fabrication and/or installation.

EMBRAER Aircraft Corp.
276 S.W. 34th Street
Ft. Lauderdale, FL 33315
***RAA Representative:* Newton Berwig**
305/359-3700

EMBRAER manufactures regional aircraft, our main product being the EMB-120 Brasilia, a 30 seat turboprop. We are currently developing the EMB-145, a 45 seat jet derivative of the Brasilia. As of December 1990, about 300 Embraer regional aircraft were operated in North America.

We have a 25 acre facility in Florida, from where we support our products. We provide technical assistance, spare parts provisioning, and warranty services, in addition to our state-of-the-art training programs for maintenance personnel and pilots (who use our full motion simulator).

See our advertisement on page 64.

Embry-Riddle Aeronautical University
600 S. Clyde Morris Boulevard
Daytona Beach, FL 32114
RAA Representative: Eric Doten
904/239-6000

Embry-Riddle Aeronautical University is the world's largest and oldest, totally aviation-oriented, accredited university. Founded in 1926, Embry-Riddle is a private, independent, co-educational institution with residential campuses in Daytona Beach, FL; and Prescott, AZ, and a network of off-campus centers in the U.S. and Europe. Embry-Riddle offers academic degrees through the Master's level in the disciplines of engineering, computer science, avionics, aviation maintenance, flight and business administration.

Fairchild Aircraft Corporation
P.O. Box 790490
San Antonio, TX 78279-0490
RAA Representative: Dave Norgart
512/824-9421
FAX: 512/820-8690

Fairchild Aircraft is the leading manufacturer of 19-passenger turboprop Metro III and the new Metro 23 commuter airliners as well as Expediter cargo and priority package aircraft, Merlin IV C executive/corporate turboprops and C-26 military/special mission aircraft. More than 800 of the company's aircraft are in operation around the world as of January, 1991.

Fairchild Aviation Recorders
Box 3041
Sarasota, FL 34230
***RAA Representative:* Phillip Wright**
813/371-0811

Manufacturers of Cockpit Voice Recorders, and Solid State Flight Data Recorders (SSFDR), Digital Flight Recorders for Air Transport, Commuter and General Aviation Aircraft.

See our advertisement on page 130.

FAPA
4959 Massachusetts Blvd.
Atlanta, GA 30337
RAA Representative: Louis Smith
404/997-8097 Ext. 101

FAPA is a career information service for pilots, flight attendants and aviation maintenance technicians. Founded in 1974 by military pilots who were looking for airline jobs, today FAPA strives to help aviation professionals reach their career goals by producing accurate and timely information on employment opportunities, and by promoting rational career planning and development. There are approximately 25,000 pilots, maintenance technicians and flight attendants who are FAPA members.

FAPA's pilot services aim to meet the needs of pilots at various stages of career development. Beginning pilots can turn to the Career Pilot Starter Kit, while pilots actively climbing the career ladder can use a full-service membership which includes an employment guide, a directory of employers, an annual salary survey, 12 issues of Career Pilot magazine, a monthly Job Report newsletter, and telephone interview briefings from seasoned airline pilots. Pilots who have met their career goals still can benefit from the industry updates and financial planning features in Career Pilot magazine.

FAPA also assists those companies who are looking for qualified pilots using its new Aviation Job Bank. Within 48 hours, FAPA provides a bound volume of computer resumes based on the company's description of the type of pilot it needs. The service also is available for aviation maintenance personnel.

Aviation maintenance and flight attendant members receive employment guides, directories of employers, salary surveys and monthly Job Report newsletters, and all three career services include access to computerized telephone briefings on major airline interviews.

FAPA also provides an aviation resume service, resume kits, a pilot training guide, simulator training manual, interview testing study kit and medical manual. In addition, FAPA brings together aviation professionals and airline hiring representatives at Airline Career Day seminars held several times a year in cities around the country. Available January 1, 1991, new product: Personal Financial Planning and Retirement planning customized for airline pilots.

Statistics and hiring forecasts compiled by FAPA frequently are used by the national media when covering aviation topics and FAPA has developed a reputation for being experts on such topics.

For more information about any FAPA service or product, phone (404) 997-8097 or 1-800-JET-JOBS (800-538-5627).

FFV Aerotech, Inc.
10 Airways Boulevard
Nashville, TN 37217
***RAA Representative:* R. Rick Townsend**
615/367-2100

FFV Aerotech's new facility located on the site of the old Nashville Airport terminal in Nashville, TN, provides the most comprehensive maintenance support for regional and commuter aircraft at a single location in the U.S. Services include aircraft maintenance and modifications, complete component overhaul and repairs, interior refurbishments, avionics and instrument repairs, composite and sheet metal repairs to name a few. FAA Repair Station #AY55744M.

See our advertisement on page 97.

Field Aviation West Ltd.
P.O. Box 3186, Station B
Calgary, Alberta T2M 4L7 Canada
RAA Representative: S. E. Wagstaff
403/275-2111

Field Aviation West Ltd's over 400 experienced employees perform inspections, overhauls, major repair and rebuilds, and modifications to a full range of corporate, commuter and airline aircraft. Field also manufactures aircraft seats and aircraft parts. A modern refinishing facility, part of 330,000 square feet of facilities, handles painting for aircraft up to 737 size while their newest hangar will accomodate a 707 size aircraft, as well as 737's.

Flight Dynamics, Inc.
16600 SW 72nd Avenue
Portland, OR 97224
RAA Representative: Gale Jacobs
503/684-5384

Flight Dynamics Inc. (FDI) manufactures HGS head-up guidance systems for regional, air carrier and military transport aircraft. The HGS provides low visibility operations, flight path vector and enhances operational safety. Flight symbology, actual flight path and flight guidance information is projected on a holographic combiner display, allowing a head-up view conformal with the outside world. The HGS 1000 is currently FAA certified for CAT IIIa on the Boeing 727 and is in revenue service for landings down to 700 RVR and takeoffs at 300 RVR. Certification is underway for several regional aircraft types. The Flight Dynamics Inc. HGS is a very efficient and cost effective method of obtaining CAT III certification capability on regional type aircraft.

Flight International/Airline Business
Reed Business Publishing
3700 Campus Drive
Suite 203
Newport Beach, CA 92660
RAA Representative: John Tidy
714/756-1057

Airline Business is a unique monthly business publication which covers the business, commercial and financial aspects of regional airline management. It reaches all senior decision makers in regional airlines worldwide.

Flight International is the leading weekly general aerospace magazine published from London. A high percentage of its circulation is to the world's airlines including the regionals. The readership is spread across the whole industry.

Flightplan International
309 Coral Way
Fort Lauderdale, FL 33301
RAA Representative: Kirk Mueller
305/523-0711
FAX: 305/523-0038

Provide brokerage, appraisal consulting and asset management services to financial clients and select referrals, provide sales and leasing of aircraft to the Regional Airline Industry.

FlightSafety International
300 Metropolitan Square
655 15th Street, N.W.
Washington, DC 20005
***RAA Representative:* E. G. Gleske**
202/639-4066
FAX: 202/638-2670

Among the more than 100 simulators operated by FlightSafety are every aircraft popular among regional and commuter airline operators. As the authorized training organization for Cessna, deHavilland, Fairchild, Gulfstream, Beechcraft, ATR-42, and Piper, these include the Metroliner, SAAB 340, Gulfstream I, 400 Series Cessna Piston Twins, Twin Otter, Dash 7, Dash 8, ATR-42 and Piper Navajo. In 1987, FlightSafety began a $150 million program to manufacture and operate a fleet of Phase II simulators for all popular regional airliners including the Beech 1900, Brasilia 120, Jetstream 31, Dash 8-300, Shorts 360, Saab 340, ATR 42/72, Fokker 100 and Metro III. FlightSafety provides type specific training programs for over 50 different models of aircraft. Maintenance training is provided at most of its 36 Learning Centers.

See our advertisement on page 49.

Flightspares International Inc.
511 S.E. 32nd Court
Ft. Lauderdale, FL 33316
RAA Representative: Robert A. Powell
305/761-8300

Flightspares is a member of the Flightspares group of companies that offer "worldwide aviation parts support" to regional airlines - with particular emphasis on support for British and European aircraft and equipment. Over 200,000 line items are stocked in the U.K. and U.S.A. including exchange rotables. Vendor items in stock include ATR, British Aerospace, Dowty, Dunlop, Dornier, Embraer, Fokker, Garrett, Lucas, Plessey, P B-N, R.R., Saab, Smith's, Shorts, DHC, PWC, etc.

Exclusive distributors for Mingay aircraft jacks, spares and repairs supplied as original equipment and with many Jetstream, BAe 146 and ATP aircraft and various European aircraft.

Shorts designated spares support facility for the SC7 aircraft.

Experienced managers of surplus and consignment inventories for O.E.M's and airlines - maximizes return on surplus stocks.

A dispatch office is also maintained at London's Heathrow airport to expedite shipments worldwide and provide prompt customs clearance.

FLYING Magazine
1633 Broadway
New York, NY 10019
RAA Representative: Richard M. Koenig
212/767-6951

FLYING Magazine's editorial package is concentrated entirely on the aviation market. We serve the regional airline industry with positive and supportive editorial. FLYING Magazine is read by the majority of regional airline industry people on a monthly basis.

Associate Member Directory

Fokker Aircraft U.S.A., Inc.
1199 North Fairfax Street
Alexandria, VA 22314
***RAA Representative:* Stuart Matthews**
703/838-0100

Fokker, Dutch manufacturer of civil and military aircraft for over 70 years. Today specializing in short haul and medium haul commercial markets with the new Fokker 50 - a 50-seat aircraft emphasizing economy, comfort and quality-and the new Fokker 100- a 100-seat fanjet aimed at providing passenger comfort at low cost and an unmatched profit potential. Both ideally suited to performance, economic and passenger appeal requirements of the airlines, and fully backed by comprehensive support facilities.

See our advertisement on page 96.

Ford and Harrison
600 Peachtree-At-The-Circle
1275 Peachtree Street
Atlanta, GA 30309
RAA Representatives: Michael H. Campbell, Thomas J. Kassin
404/888-3800

Los Angeles Office:
10100 Santa Monica Blvd.
Suite 1095
Los Angeles, CA 90067
213/551-1125

Ford & Harrison is a law firm specializing in representing management in the various areas of the law involving personnel and labor matters including the Railroad Labor Act, the National Labor Relations Act, the Fair Labor Standards Act (wage-hour law), the Equal Pay Act, the Age Discrimination in Employment Act, Title VII of the Civil Rights Act, and state laws regulating employment. The firm's practice representing airlines includes counseling on employment policies and practices, handling of representation elections, arbitrations, contract negotiations, discrimination charges, wrongful termination lawsuits and litigation involving these matters under federal and state laws, and handling of matters arising under the Federal Aviation Act including representation of airlines in regulatory matters before the Federal Aviation Administration and National Transportation Safety Board.

Fortis Prop Jet
3990 Westerly Place, Suite 210
Newport Beach, CA 92660
RAA Representative: Wesley C. Moore
714/476-8288

Fortis Prop Jet is a member of the Fortis Aviation Group of companies. We offer a complete selection of aviation services worldwide through major offices located in England, Australia, Indonesia and the United States. The companies are involved with all types of regional aircraft through large commercial jet transports.

The services provided to the airline and aviation industry are re-marketing, aircraft acquisition programs, financial programs, lease management, technical and market valuations and formal appraisals.

Each office is fully staffed to aid clients to achieve a complete market exposure for their aircraft or project on a worldwide basis. Additionally, every phase of the transaction from inspections and negotiations to the export and delivery procedures is coordinated on behalf of the client as appropriate.

Islander Sales Inc. is a sister company of Fortis Prop Jet, located at the above address, deals within the United States as a distributor for the manufacturer, Pilatus Britten-Norman of new Islander aircraft and througout the world together with Fortis Prop Jet exclusively handles all used aircraft on behalf of Pilatus Britten-Norman.

Frank B. Hall & Co., Inc.
Hall Aviation Division
261 Madison Avenue
New York, NY 10016
RAA Representative: William D. Tillotson
212/922-1300

Western Region
3200 Wilshire Boulevard
Los Angeles, CA 90010
213/386-3700

Frank B. Hall is an international leader in insurance and risk management services for airlines. Hall began as one of the first specialists in airline insurance almost 70 years ago and has literally grown up with the industry.

Hall serves commercial airlines of all types throughout the world and is experienced in handling every aspect of aviation coverage including employee benefits.

Frank Crystal & Co., Inc.
40 Broad Street
New York, NY 10004
RAA Representative: David C. Cowen
212/344-2444

Frank Crystal & Co. provide insurance brokerage and consulting services to the aviation industry on a worldwide basis. Our staff will assist clients in developing sound customized aviation insurance programs as well as comprehensive property casualty and benefits programs.

Frasca International, Inc.
906 E. Illini Airport Road
Urbana, IL 61801
RAA Representative: Rudy Frasca
217/344-9200

Manufacturer of full flight simulators, flight training devices and flight equipment for the regional and major airline industry.

Furst Aircraft, Inc.
185 Berger Street
Wood-Ridge, NJ 07075
RAA Representative: Amanda Wood
201/438-2100

Furst Aircraft, Inc. is a supplier of new and overhauled avionics, instrumentation, airframe parts and accessories and test equipment. Complete sales, exchange and rental programs available.

We also have an engineering department with design and manufacturing capability.

Garrett Auxiliary Power Division
P.O. Box 5227
Phoenix, AZ 85010
***RAA Representative:* Scott Brandenburg**
602/220-3138

The Garrett Auxiliary Power Division, a unit of Allied Signal Aerospace Company, designs, develops, and manufactures gas turbine auxiliary power units and secondary power systems.

Having manufactured more than 55,000 auxiliary power units since 1948, the Garrett Auxiliary Power Division is the world's leading producer of auxiliary power units for the airlines, the military, business aircraft, industrial, and marine applications. Designed specifically for the regional airline market, the Garrett model GTCP36-150 auxiliary power unit is used on the Embraer EMB-120 and CBA 123, Fokker 100, BAe ATP and 146, Saab 340, Dornier 328, Canadair 601RJ, and XIAU Y7-200.

See our advertisement on pages 48,66.

Garrett Engine Division
111 S. 34th Street
P.O. Box 5217
Phoenix, AZ 85010
RAA Representative: David A. Pishko
602/231-2589

The Garrett Engine Division, Phoenix, Arizona, is a unit of Allied-Signal Aerospace Company, Torrance, California. Garrett has produced nearly 12,000 TPE331 engines and has over 52 million hours of operating experience. The Garrett TPE331-5 is used on the Dornier 228 aircraft. The BAe Jetstream 31 and CASA 212 have 1,000 shp TPE331-10 engines, while the Fairchild Metro 3 is 1,000 shp TPE331-11s. The TPE331-12 engine powers the new

Jetstream 32. BAe has designated the TPE331-14 to power the 29 passenger Jetstream 41.

The Garrett TPF351-20 engine is a new 2,000 shp class engine selected for the Embraer/CBA123 aircraft.

Garrett General Aviation Services Division
2401 E. Magnolia
P.O. Box 29003
Phoenix, AZ 85038
***RAA Representative:* Darrel F. Downing**
602/225-2553

Garrett General Aviation Services Division of Allied Signal Aerospace Company offers worldwide service and support for all Garrett products aboard Garrett-powered regional airline aircraft. The Division serves the regional airline industry with aircraft maintenance, engine overhaul, parts distribution, field support, and technical training.

See our advertisement on pages 3,143.

GE Aircraft Engines
1000 Western Avenue
Lynn, MA 01910
***RAA Representative:* Bruce Bromby**
617/594-4772

GE is a major manufacturer of aircraft engines for the world's commercial airline fleets, including turbofan and turboprop engines used in regional airliners. The CT7 Turboprop powers the SAAB-340, the CASA-IPTN CN-235 and the LET L610. The CF34 Turbofan powers the Canadair Regional Jet. In addition, GE is a partner in the CFE Company which is providing the CFE738 for corporate and regional jet aircraft.

See our advertisement on pages 6-7,129

Global Weather Dynamics, Inc.
2400 Garden Road
Monterey, CA 93940
RAA Representative: Bruce Teigen
408/649-4500

Global Weather Dynamics, Inc. (GWDI) is a high-technology weather-services and computer-systems company providing customers around the world with total flight management and weather information systems.

GWDI's mainframe Weather Data Base contains aviation, public, media, and marine weather information. Customers can dial into GWDI using a personal computer, or they can access GWDI through existing ARINC or SITA terminals.

GWDI provides two additional services for an airline's flight operations center: the Flight Control System (FCS) and the Global Weather Information Satellite System (G*WISS). The FCS is a terminal that is connected to GWDI's mainframe computer for communications, weather information, graphics, flight planning, and other dispatch functions. G*WISS operates on a powerful Unix-based desktop computer, providing more capabilities than the FCS, with all programs and processing residing on G*WISS. G*WISS accepts weather data, via satellite or land line, from the National Weather Service or the FAA. G*WISS's modularity permits the customer to begin with the base system and add optional modules as required.

Goodner Bros. Aircraft Inc.
Intermountain Regional Airport
P.O. Box 1387
Mena, AR 71953
RAA Representatives: Junior Goodner and George Reeb
501/394-4709

Aircraft painting and refurbishment from Pitts Special to Boeing 727. Quality work at a reasonable price, 27 years in continuous operation. Maintenance Division is a certified repair station for Fokker F-27 and F-28; Short Brothers SD3-30; DeHavilland DHC-2, DHC-3, DHC-6; Embraer EMB-110; Jetstream; Metroliner and Saab 340. All types of aircraft modification, maintenance, repair, weighing and D.A.R. services available.

Hamilton Standard, Div. of United Technologies Corp.
One Hamilton Rd.
Windsor Locks, CT 06096
RAA Representative: William Adamson
203/654-4310

Sales and service of propeller systems, environmental control systems, and fuel controls for the regional airline industry.

Hartzell Propeller Products Division
One Propeller Place
Piqua, OH 45356-2634
RAA Representative: Jimmie A. Reedy
513/778-4377

Since 1917 — from solid walnut propellers designed for the Wright Brothers after their first manned flight at Kitty Hawk, to the development of special propellers designed for the non-stop, around-the-world flight of the Voyager — Hartzell has been designing and manufacturing propellers and accessory equipment.

Current propeller models range from two to six blades of composite or metal material. Looking ahead to the needs of the nineties, Hartzell is developing a product line which will position the company as a supplier of propellers for the new generation, higher horsepower regional aircraft market.

Hartzell's entire product line is backed by an experienced sales and service team offering worldwide product support and parts availability, in-house technical training and 24-hour worldwide service and technical assistance.

Hartzell — a company where the tradition of excellence is as important today as it was in 1917, and where the decal placed on every propeller blade still reads "Built on Honor".

Heads Up Technologies
8001 Lemmon Ave., Suite 276
Dallas, TX 75209
RAA Representative: Robert Harshaw
214/351-4806

Heads Up Technologies manufacturers audio Checklist & Management Systems and Cabin Briefing Systems.

Hermetic Aircraft International Corp.
100 Corporate Drive
Holtsville, NY 11742
RAA Representative: Michael J. Harvey
516/758-4242

Warranty, overhaul and repair agency for U.S. and European manufacturers, specializing in French manufactured equipment; also sales and distribution.

Honeywell, Inc.
5353 W. Bell Road
Glendale, AZ 85308
***RAA Representative:* William H. Shelton**
602/436-8000

Honeywell is a major supplier of high technology integrated avionics systems for the entire aviation industry. A broad line of products and systems are designed and manufactured specifically for transport and regional air carrier aircraft. Honeywell's integrated systems and products are supplied to most regional air carrier aircraft manufacturers as standard or standard options. Modernization avionics products and systems are also available for existing airline fleets.

See our advertisement on cover 3.

Howmet Corp.
6202 Central Freeway
Wichita Falls, TX 76307
RAA Representative: Jim Nuse
817/855-8401

Howmet Corporation is a recognized world leader in the manufacture of precision investment castings for jet aircraft and other gas turbine engines. The company also is an important supplier of superalloys and titanium products. The company's compo-

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Associate Member Directory

nent refurbishment operations specialize in the overhaul and repair of hot section components for the engines of all turbine powerplant manufacturers, the PT6, TPE331, ALF502, CF6, JT8D, JT15D, and the PW100.

Indiana Beechcraft Inc.
P.O. Box 51830
Indianapolis International Airport
Indianapolis, IN 46251
RAA Representative: Lawrence K. Hamm
800/284-3234

Indiana Beechcraft is open for business 24 hours, 7 days a week. We specialize in commuter airline support. Indiana Beechcraft has manufacturer distributorships for G.E., Champion, Teledyne Continental, Traffic Air, Beechcraft and many others. If you are interested in total airline support, please call us.

International Aircraft Tank Services
P.O. Box 998671
El Segundo, CA 90245
RAA Representative: Dan Sullivan
213/305-7050

Specialized service: fuel systems repair per specific aircraft manufacturing manuals and specifications.

Inter-State Weather Training, Inc.
10617 Vincent Avenue South
Minneapolis, MN 55431
RAA Representative: Dean Nesley
800/829-2250

Inter-State Weather offers programs for the aviation industry that includes training, equipment sales, and weather station rental.

The 4-day SAWRS Weather Observer training has been given to hundreds of industry employees. This is offered every six weeks in Minneapolis, and on call at user training locations.

The EWINS Terminal Forecasting course is designed for the airline that has the FAA EWINS Certificate and needs to have its flight dispatchers qualified to make this forecast. We team-teach this course at airline training locations only.

We sell weather observing equipment, including balloons.

Our weather station rental program is new for '91. It is designed for cities on limited budget. We install and maintain the equipment, train the observers, and at the end of the rental period, ownership of the equipment is transferred to the city.

All of Inter-States work meets or exceeds FAA and NWS standards for SAWRS and EWINS.

Jeppesen Sanderson, Inc.
55 Iverness Drive East
Englewood, CO 80112-5498
RAA Representative: Robert S. Hopkins
303/799-9090

Jeppesen Sanderson is the world's leading publisher of flight information for airlines, corporate flight operators, and general aviation pilots. Jeppesen's Airway Manual Services consist of standard or tailored aeronautical charts and reference materials available in a variety of geographical coverages. Jeppesen's revision service offers pilots the most current navigation information available in a format designed and preferred for optimum efficiency. NavData Services provide worldwide computerized navigation databases for use in flight navigation, flight planning, flight simulation and other specialized applications. Jeppesen's Master Database insures a high correlation of navigation information between its NavData and Airway Manual charts. For flight operations requiring computation of maximum allowable takeoff and landing weights, Jeppesen's OpsData Services provide maximized operational capability while satisfying safety requirements. The Jeppesen Sanderson pilot training system includes fully integrated training material both in video and print media. Also available are a full range of pilot supplies, FlighTime aviation videos and the industry's only FAA approved self-study CFI Renewal Program.

Jeppesen DataPlan furnishes airline, corporate and government aviation with extensive weather and flight planning services. Included are weather analyses, forecasts and radar charts, developed by inhouse aviation meteorologists. DataPlan's Advanced Weather Graphics offers the flexibility and utility of user-defined maps for specific flights, thereby, eliminating excess information. Worldwide access to DataPlan's services is available via PC, data terminal or fax. Direct flight plan filing is included. All graphical weather products are ICAO and FAR compliant. Compositing techniques deliver precisely the type and depth of information dispatchers and flight crews need in high resolution display and printouts produced in convenient cockpit size.

Jepson Burns Corp./Trans-Aero Industries
502 North Oak Street
Inglewood, CA 90302
RAA Representative: Tom Mallett
213/412-1772

Trans-Aero Industries, Inc. is a major overhauler and refurbisher of airline passenger seats. The company offers a variety of options for overhaul and refurbishing, including a seat exchange program and a kit for in-house refurbishing. In addition, the company markets new and refurbished cabin attendant seats and seat components.

Jet Electronics & Technology, Inc.
5353 52nd Street, S.E.
Grand Rapids, MI 49588
RAA Representative: Dale R. Christiansen
616/949-6600

Jet Electronics and Technology, Inc. manufacturers standby attitude indicators, vertical and directional gyroscopes, emergency power supplies, static inverters, flight control systems, display systems, AHRS and Head-Up Displays.

Jet Turbine Service, Inc.
3933 California Parkway
Forth Worth, TX 76119
RAA Representative: Peter LoBello
817/536-0012

Provides (1) spare parts for Aircraft, powerplants and APU's (2) Sells and leases Jet engines and Garrett APU's.

Turbine Management Corporation, a subsidiary company of Jet Turbine Service, Inc. provides engine management for overhual or repair of small turbine engines and APU's providing technical and material support, engine sales and leasing.

JJ&W Aircraft Services
Rt. 12 Box 105
Showalter Road
Hagerstown, MD 21740
301/739-2159
FAX: 301/739-2005
RAA Representative: John Burek

JJ&W Aircraft Services is one of the largest FAA certified repair stations in the United States dedicated to the refurbishment of 19 to 100 passenger regional aircraft. It is staffed with 170 employees and located in Hagerstown, MD. JJ&W provides 94,000 square feet of hangar space for maintenance and a dedicated 14,000 square foot EPA approved strip and paint facility. JJ&W maintains 400,000 square feet of ramp space for secure long term aircraft storage.

JJ&W does major scheduled maintenance check repairs with a technical expertise in sheet metal, composite and structural repair requirements over a broad range of regional aircraft. A specialized service rating is provided by the FAA for inhouse NDT, including x-ray in addition to fuel cell and wet-wing repairs. JJ&W is also a FAA Class I, II, and III avionics repair station with FCC licensed avionics specialists. A complete avionics bench service is available but not limited to the entire Collins and Bendix line. Modification services are provided for CVR, FDR and TCAS installation.

Aircraft painting is completed to the highest industry standards. An example of the paint capability of regional aircraft was exhibited in a static display at the Farnborough 1990 Air Show.

Full aircraft refurbishment services are now available including DER engineering, records research, Certificate of Airworthiness, DAR services and pre-buy inspections. JJ&W's clients are regional airlines, leasing companies and aircraft manufacturers that require maintenance modifications or refurbishment services. Aircraft provided maintenance and refurbishment in 1990 by JJ&W are operating throughout the United States, Canada, Mexico, South America, Europe, Middle East and Australia.

Johnson & Higgins
125 Broad Street
New York, NY 10004
RAA Representative: Thomas W. Small
212/574-8172

Johnson & Higgins is one of the world's largest insurance brokers with a global network of offices throughout the United States, Canada and most major countries in the world. J&H has a separate aviation department in New York with specialists in many branch offices. J&H offers a comprehensive insurance program designed specifically for commuters.

Jonas Aircraft & Arms Co., Inc.
225 Broadway
New York, NY 10007
RAA Representative: Robert S. Jonas
212/619-0330
FAX: 212/619-2743

7311 Northwest 12th Street
Suite #17
Miami, FL 33123
305/591-5982
FAX: 305/591-5985

This company serves as a distributor for the Britten-Norman Islander aircraft for commuter airlines and has full stock of aircraft parts and accessories in the United States.

Started by Mr. Frank Jonas in 1927, the company has been in aviation since 1934.

Kavouras, Inc.
6301 34th Avenue South
Minneapolis, MN 55450
RAA Representative: Steve Madsen
612/726-9515

Kavouras, Inc. is the leader in providing weather related products and services to the airline industry. Kavouras, Custom Forecasting Services are currently used by over 30 major and regional airlines. These Kavouras Forecast products replace the often vague and misleading NWS issued Terminal & Area Forecasts, with clear and concise operationally usable Forecasts.

Kavouras' full line of weather display and dissimination equipment can meet the needs of any carrier large or small. From the popular line of dial-up RADAC Color Weather Radar Remoting Systems, to the satellite based VISTA and METPAC pilot/dispatcher graphic briefing stations.

Additionally Kavouras offers a complete aviation weather data base accessable via ARINC ADNS, dial-up modem, satellite communications, or direct link dedicated lines to your facility.

Key Airlines
4375 Las Vegas Boulevard North, #11
Las Vegas, NV 89115
RAA Representative: J.D. Peterson
702/644-6403

Flag and domestic charter/contract air carrier.

Kollsman Avionics Division
220 Daniel Webster Highway
Merrimack, NH 03054
RAA Representative: Tom Henry
603/889-2500

The Kollsman Avionics Division develops and manufactures flight and engine instruments for commercial, military, regional and business aircraft throughout the world. A worldwide network of sales representatives, authorized service facilities and dealer/installers support Kollsman's instruments.

KPMG Peat Marwick
2020 N. Central Avenue, Suite 1200
Phoenix, AZ 85004
RAA Representative: Robert A. Fenimore
602/253-2000

Professional accounting firm offering services in accounting and auditing, tax planning and research and airline-related consulting services in such areas as management information systems and data processing alternatives, financing alternatives, planning and budgeting, statistical revenue accounting applications, maintenance and inventory controls, executive compensation and employee benefits.

Lektro, Inc.
1190 SE Flightline Drive
Warrenton, OR 97103
RAA Representative: Stephen K. Sipe
503/861-2288

Lektro, Inc. is a manufacturer of Battery-Powered Ground Handling Equipment. Lektro's unique design of hydraulically lifting up the nose gear of aircraft ranging up to 100,000 lbs., eliminates the need for towbars and related attachments. Lektro's solid state controls allows for extremely smooth operation regardless of speed or conditions. Without the need for tow-bars, maneuvering in confined areas is made safe and easy. Included also in the Lektro Tug is built-in GPU, allowing it to also be used as a portable start cart as well.

LORI
6930 N. Lakewood
Tulsa, OK 74101-3629
RAA Representative: Mike Norwood
918/272-4595

LORI, an affiliate of NORDAM, manufacturers, repairs and overhauls heat transfer components. These include oil coolers, heat exchangers, precoolers and valves. LORI also repairs and overhauls metal to honeycomb brazed components such as combustion liners, exhaust nozzles, and jet pipes.

Lucas Avitron
One Circle West
P.O. Box 120039
Stamford, CT 06912
RAA Representatives: Rebecca Wood or Paul F. Belisle
203/351-8400

Lucas Avitron is the exclusive aftermarket and international OEM representative for Lucas Aerospace Power Equipment Corporation. Lucas Avitron is also a worldwide distributor for Lucas Switchgear Ignition, ZOK 27 turbine engine compressor cleaner (manufactured by Airworthy), SMS Instruments, and QPL Corporation.

Headquartered in Stamford, CT with offices in Munich, London, Rome, Tulsa (OK), and Ft. Lauderdale (FL).

Operates over 35 Lucas Avitron/Lucas Aerospace Power Equipment Corporation service centers.

Marsh & McLennan, Inc.
1166 Avenue of the Americas
New York, NY 10036
RAA Representative: Raymond C. Brooks
212/345-3410

The world's largest insurance brokers, Marsh & McLennan is broker for leading trunk airlines, regional airlines, major airframe manufacturers, power plant manufacturers and component manufacturers. Included in its portfolio are a number of commuter airlines, and Marsh & McLennan operating through its Aviation Co. intends to make further penetration into all segments of the aviation industry.

Associate Member Directory

Matrix Aviation
1701 S. Hoover
Wichita, KS 67209
RAA Representative: Wayne Grossardt
316/942-0844

Matrix Aviation, Inc. is a stocking distributor of aircraft avionics, instruments and components. We offer sales, support, lease and exchange. Our company offers a twenty-four hour A.O.G. service HOTLINE for support of our customers. We are also engaged in the purchase of surplus equipment as well as consignment sales of customer inventory.

MCC Financial Corporation
8180 Greensboro Drive
Suite 920
McLean, VA 22102
RAA Representative: Jim Walker
703/847-6595

Metro Credit Corporation, is an independent leasing company with a portfolio of aircraft leased to commuter airlines. As a continuing investor and lessor in equipment for the commuter industry, we provide lease financing for all types and manufacture of equipment including aircraft, ground equipment, communication systems and computers.

McCauley Accessory Division
3535 McCauley Drive, P.O. Box 430
Vandalia, OH 45377
RAA Representative: Chuck Rocco
513/890-5246

McCauley is the world's largest supplier of aircraft propellers. Our commitment to regional airlines is to supply four bladed propellers that are light weight, reasonably priced, with low maintenance cost. The current propeller replacement program for the Fairchild Metro and Jetstream 31 aircraft can save the airlines thousands of dollars in direct operating expenses. After fifty years, it is still quality and performance that sets us apart from the others.

McDonnell Douglas Finance Corporation
3855 Lakewood Boulevard
C1-900 18A-3A
Long Beach, CA 90846
RAA Representative: Steve Nevin
213/593-8365

McDonnell Douglas Finance Corporation is a full service financing company offering tax oriented and conditional sales financing on commercial aircraft for trunk and regional airlines. MDFC offers a variety of financing products, including operating leases, longterm tax oriented leases and vendor programs. The company is committed to maintaining a significant presence in the regional aircraft financing marketplace.

McGraw-Hill Aviation Week Group
1221 Avenue of the Americas
New York, NY 10020
RAA Representative: Marketing Director
212/512-3255

The McGraw-Hill Aviation Week Group serves all aerospace market sectors worldwide — civil, military and space. The publications that make up this group are: Aviation Week & Space Technology, World Aviation Directory & Buyer's Guide, Business & Commercial Aviation, A/C Flyer, McGraw-Hill Show Daily, Official Air Show Directories, On-line, and Aviation Week Group Newsletters.

The Memphis Group
3900 Willow Lake Boulevard
Memphis, Tennessee 38118
RAA Representative: John Temple
901/362-8600
FAX: 901/365-1482
After Hours AOG 901/763-5748

A supplier of overhauled and certificated avionics, instruments, engine and airframe parts and accessories, and test equipment. The Memphis Group specializes in NAV/COM, ADF, Transponder, Flight Director, DME, VLF/Omega, Inertial navigation, weather radar and other avionics and instruments. Additionally the group maintains a large inventory of airframe and engine parts and rotables. Airframe and engine inventory includes spares for Lear, Falcon, Jetstar, Boeing 707, 727, 737, Lockheed L1011, Twin Otter, Beech 99's, 1900's and many other airframes.

Mercury Airborne Group, Inc.
133 Defense Highway
Suite 207
Annapolis, MD 21401
RAA Representative: Lawrence J. Major
301/224-0224

The Mercury Airborne Group provides a diverse line of ground and airborne based communication products for the airline industry. Mercury Airborne products are specifically designed to support the major, regional, and commuter airlines in fulfilling their operational communication requirements under the Federal Air Regulations.

The focus of Mercury Airborne Group, Inc. is to enhance and expedite 118-137 Mhz communications between Flight Operations departments and aircraft (airborne or on the ground). Mercury Airborne VHF Dial Access System (in use with airlines since 1980) enable airline dispatcher/Flight Operations access to aircraft throughout its route structure by using the public switched telephone network (PSTN) and ramp/terminal area VHF air/ground VHF radio.

Mercury Airborne Group also provides air/ground VHF and UHF AM base station radios, UHF ground/ground radios, telephone/radio communication consoles, radio/telephone interconnect equipment, aircraft DTMF microphones and SELCAL products, to name a few. These products are supported with installation, integration, engineering, and maintenance services.

Mercury Airborne Group is the exclusive distributor of Park Air Electronics VHF and UHF radio equipment.

Michelin Aircraft Tire Corporation
9700 Research Drive
Charlotte, NC 28262
RAA Representative: Thomas West
704/548-2420

Aircraft tires - radial/bias, new and retreaded.

Midcoast Aviation/Midcoast-Little Rock, Inc.
P.O. Box 1149, 12th & Calhoun Street
Little Rock, AR 72203
***RAA Representative:* George Smith**
501/372-5722
FAX: 501/372-2073

Midcoast-Little Rock, Inc. does major and minor repairs, overhauls, and maintenance; engine changes and hot sections; airframe, structural system inspections and modifications, and other associated work. Trained A&P and FCC technicians are available to support Midcoast customers worldwide whether it is at their home base on in the field. Midcoast-Little Rock's prop shop is rated for major and minor repair and overhaul. Midcoast has a Class I accessory rating wich includes overhaul and repair of brakes, wheels, landing gear, starter/generators and fuel nozzles. Midcoast-Little Rock is also a FAA licensed Class I, II, and III avionics repair station with FCC licensed avionics specialists. In addition to avionics, Midcoast-Little Rock is factory authorized or FAA certified to provide support on the following: DHC-7, Westwind, Jetstream 31, 32, Gulfstream Commander, Fairchild Merlin/Metro, Piper, Falcon 10, -100, Pratt & Whitney PT6, JT15, Garrett TPE331-1/-14, Sabreliner, Citation, King Air, MU-2, Lear, Collins, Bendix/King, Honeywell/Sperry, Global/Wulfsberg, J.E.T., Foxtronics, Fairchild, and Canadian/Marconi to mention a few. Midcoast-Little Rock is the holder of a STC to convert a Fairchild Metro II to cargo configuration.

See our advertisement on page 38.

Midway Airlines, Inc.
5959 South Cicero Avenue
Chicago, IL 60638
RAA Representatives: Rick Larsen and Mark Hartman
312/838-4805

Midway Airlines offers coast-to-coast service in the United States as well as service to Canada, the U.S. Virgin Islands and the Bahamas from hubs at Chicago's Midway Airport and Philadelphia International Airport. From Midway Airport, located 11 miles from downtown Chicago, Midway Airlines offers non-stop jet service to 34 cities, including New York and Los Angeles, eight Florida destinations and points in all regions of the country. The Midway Commuter, a wholly owned subsidiary, offers Midway Connection service from Midway Airport to 18 Midwestern cities within 250 miles from Midway Airport. From Philadelphia, Midway Airlines offers non-stop service to 19 cities, including Montreal and Toronto in Canada and other key business and leisure destinations in the Northeast and Southeast.

Midway Airlines operates the following aircraft: MD-87, MD-88, DC9 and Boeing 737. The Midway Commuter operates 19-seat Dornier 228 turboprop aircraft. By year's end, the company's fleet will total 98 aircraft, including MD-82s, MD-83s and the commuter's 28-seat Embraer (Brasilia) 120s.

Midway maintains maintenance facilities at Midway Airport and Philadelphia International Airport and also operates Midway Aircraft Engineering, a wholly owned subsidiary, at Miami International Airport.

Midwest Aero Support, Inc.
6552 Revlon Drive
Belvidere, IL 61008
RAA Representative: Brent R. Johnson
815/544-0052

Midwest Aero Support, Inc. is a FAA Repair Station No. MXSR849K specializing in the overhaul and repair of various pneumatic valves and other mechanical and electro-mechanical accessories. MAS is an authorized repair center for certain Adams Rite and ABG Semca products. MAS repairs and overhauls a variety of windshield wiper motors and converters, wing de-icer distributor valves, and butterfly valves used on commuter aircraft.

Monogram Sanitation
800 W. Artesia Boulevard
Compton, CA 90224-9057
RAA Representative: Frank Scalise
213/638-8445

Daniel Morton & Company, Inc.
Three Landmark Sqare
Suite 400
Stamford, CT 06901
RAA Representative: E. Daniel Morton
203/325-9055

Daniel Morton & Company, a specialist in aviation development banking, is involved in all aspects of regional airline financing. This includes performing evaluations of capital requirements and arranging start-up venture capital, private placements, public offerings, merger/acquisition analyses, and aircraft financings. Additionally, we draw on a unique 30-year mix of experience in both the airline industry and the investment community to advise regional airlines on financial and marketing strategy and financial public relations.

National Consortium For A Drug-Free Workplace, Inc.
100 Corporate Court
S. Plainfield, NJ 07080
RAA Representative: Senga Allen
800/237-PDLA

The National Consortium for a Drug-Free Workplace, Inc. (NCDFW) was founded to assist companies in fulfilling or exceeding Federal regulations for a drug free workplace, as described by the U.S. Department of Transportation; the Department of Defense, and the Drug-Free Workplace Act of 1988.

NCDFW has assembled leading experts in the field of substance abuse to develop a comprehensive and workable plan for industry. This plan incorporates all of the elements necessary for DOT and Non-DOT compliance and has passed the most ridged scrutiny of the Federal Aviation Administration (FAA), receiving their approval in mid-August 1989.

The services offered by NCDFW are of the highest quality and value available in the industry, each directed by a leading specialist in that area.

The National Consortium can provide any or all of the following services:

- Anti-Drug Compliance Program
- Employee and Supervisory Training Programs/ Materials, Including DOT Certification
- Procedures for Required Testing, Including Pre-Employment
- Random Selection and Reporting
- Nationwide Collection Services
- A NIDA Certified Laboratory, and
- Medical Review Officer Services

RAA selected NCDFW to administer the RAA Anti-Drug Consortiums providing personalized service to airlines and aviation contractors nationwide.

O Associates
3752 Montego Drive
Huntington Beach, CA 92649
RAA Representative: Robert J. Olivas
714/840-1768

O Associates is designed to provide experience in aircraft marketing from the buyer or seller perspective. Aircraft competitive analysis is available with direction on aircraft purchases. Relations with airlines, aircraft manufacturers and leasing companies are established which can provide a source to understanding aircraft availability, requirements and financing.

Robert Olivas has over 37 years aviation experience which includes employment with two major aircraft manufacturers and a consulting firm. His experience with the two manufacturers has given him 24 years of direct marketing of aircraft from 19 to 300 seats in both new and used aircraft. As a consultant, he was involved in analyzing many of the aviation problems confronting the industry.

His technical background provides a basis in understanding aircraft design and performance in making aircraft analysis. During his marketing career, he was involved with all levels of airlines within the U.S., majors to regionals. In addition, as Director of Marketing, he was involved with airlines in the Pacific and Asia area.

PacAero
2810 N. Lima
Burbank, CA 91504
RAA Representative: Tom Hodges
818/841-7800

Aviation Part Distributor and Supplier: Factory authorized distributor for Allied-Signal Electric Power Division, Mechanical Products (Circuit Breakers), Elcon (Battery Products), Airborn (Linear Connectors), Hella (Interior/Exterior Lighting), Aircraft Appliances and Equipment (Tach Generators), Phoenix Aerospace (Electrical Devises), DIEHL (Emergency Lighting), Teleflex Syneravia (Lighting/Windshield Systems), Lucas Aerospace Power Equipment and Transmission Power Divisions, Anus (Airbus Material) and Parker Hannifan Air Starters and Valves. Approved FAA Repair Station PX3R779L. Overhaul all Electrical accessories including solid state controls, used on US and foreign-built aircraft and helicopters. Provides Export Support Services. Exchange units available.

Associate Member Directory

Pacer Systems, Inc.
4 Horsham Business Center
300 Welsh Road
Horsham, PA 19044
RAA Representative: Ron Handy
215/657-7800

Pacer Systems designs and builds Flight Training Devices (FTDs) used to train pilots in normal and emergency procedures, instrument flight and navigation. Pacer's FTDs employ a proprietary distributed processing architecture for faster computing and improved realism. Cockpit-specific and generic models, available for multi-engine, jet or turboprops, can be configured for up to Level 7 FTD certification. Visual Systems or Motion Bases are optional. Pacer also produces computer-based task trainers which provide specific instruction in individual flight-related systems such as electronic flight instrument or navigation systems.

Pacific Propeller,Inc.
P.O. Box 1187
Kent, WA 98035
RAA Representative: Roger A. Pearson
206/872-7767

Pacific Propeller, Inc. (PPI) is an FAA repair Station No. NQ3R719L for repair and overhaul of all makes of aircraft propeller systems and related accessories. PPI is a distributor/dealer for Aeroproducts, Hartzell and McCauley propeller systems and is the world's largest independent overhaul facility for Hamilton Standard propellers including those used on the DHC-7, DHC-8, EMB 120, ATR42, CV580 and C-130.

Pan American World Airways, Inc.
Pan Am Building
New York, NY 10166
RAA Representative: William R. Lange

Pan Am Express
Northeast Philadelphia Airport
Grant Avenue and Ashton Road
Philadelphia, PA 19114
215/961-2211

Pan Am representation to RAA is handled by Pan Am Express, a wholly owned subsidiary providing regional airline service from Pan Am hubs at New York-JFK, Los Angeles-LAX, Miami-MIA and Berlin-TXL to numerous smaller cities.

Parker Hannifin Corporation
Airborne Division
711 Taylor Street
Elyria, OH 44036
RAA Representatives: Paul LeFevre, Syd Reames
216/323-4676

Aircraft Wheel & Brake Division
1160 Center Road
Avon, OH 44011
RAA Representative: John Bakos or Rodger Dickson
800/BRAKING or 216/937-6211

Airborne Division manufacturers fuel and pneumatic systems, de-ice systems and environmental control systems. Aircraft Wheel & Brake Division manufacturers Cleveland wheels, brakes and components.

PARS Service Partnership
7300 Tiffany Springs
Kansas City, MO 64153
RAA Representative: Peter Messenger or Debbie Henley
800/633-7277

PARS offers several levels of airline reservations system hosting capabilities. These capabilities range from fully automatic inventory control, including passenger recommendation, to one designed for the smaller, yet growing carrier. All levels include full SITA/ARINC interface plus internal message switching. Passenger bookings, plus CRS exposure are also standard components of all levels.

PATS, Inc.
9570 Berger Road
Columbia, MD 21046
RAA Representative: Jeffrey S. Tinter
301/381-5533

Auxiliary Power Units, Fuel Tanks, Airstairs, Airconditioning and Humidifier Systems, and In-flight Refueling Systems.

Peers & Co.
560 Lexington Avenue
New York, NY 10022
RAA Representative: Lawrence J. Twill
212/339-8436

Peers & Co. is a private merchant banking firm owned by Kemper and Long-Term Credit Bank of Japan. Peers, established in 1985, specializes in mergers and acquisitions, and domestic and international financial advisory services and real estate transactions. Peers also makes acquisitions and investments as principal. Peers, through its shareholder affiliations and other relationships, has a particular capability in advising clients on cross-border transactions, primarily involving Pacific Basin and European countries. Peers is able to access the public markets for clients through the Kemper Brokerage subsidiaries.

Phaneuf Associates Incorporated
1030 15th Street, N.W.
Suite #206
Washington, DC 20005
RAA Representative: Roger J. Phaneuf
202/898-1410

PAI is a Washington-based firm with more than 12 years of experience assisting the FAA, the airline industry, and aviation equipment manufacturers. With a staff that includes pilots, attorneys, engineers, auditors, and medical doctors, services cover a wide range of technical subjects. We have extensive experience in FAA regulations, air carrier records systems, development of internal evaluation systems, marketing and organizational studies, and safety analysis. PAI also offers comprehensive assistance with all aspects of the required anti-drug program.

Piedmont Aerospace Consulting Group, Inc.
3775-C Vest Mill Road
Winston-Salem, NC 27103
RAA Representative: James N. Browne
919/765-5560

Piedmont Aerospace Consulting Group, Inc. provides a wide range of professional services for the aviation industry. Each associate and partner has more than ten years experience in their aviation specialty - hub development, procurement, fuel conservation, financial models and forecasts, cockpit management, computer systems development, market and yield evaluation, cabin and catering management, fleet evaluation, cargo programs, maintenance planning, security reviews, revenue management, regulatory compliance, and other functions such as operating cost studies.

Airport planning and construction oversight items include hangars, passenger terminals and cargo facilities, plus ramp and air traffic control. Computer systems include accounting, payroll, inventory control, maintenance planning, and staffing models for flight and ground personnel. Market plan reviews cover ground and lift capacity as well as expense and revenue projections.

Piedmont Aviation Supply
5125 Blalock Industrial Blvd.
College Park, GA 30349
RAA Representative: Tom O'Neal
404/765-1850

Piedmont Aviation Supply, a worldwide aircraft parts supplier, offers you a multimillion dollar inventory of major product lines, as well as turbine support/service and an extensive exchange rotable pool specializing in Beech, Piper, Boeing, YS-11 and others. With a fully stocked Aeroquip approved hose shop, Piedmont Aviation Supply is also ready to fill your hose requirements. Call 800/647-3701, AirLine Division Sales. Locations: Atlanta, GA; Denver, CO; Ft. Lauderdale, FL;

Baltimore, MD; Honolulu, HI; Kansas City, KS; Los Angeles, CA; Addison, TX; San Jose, CA; Seattle, WA; St. Paul, MN; Tampa, FL; Winston-Salem, NC.

PLM Transportation Equipment Corporation
655 Montgomery Street, Suite 1200
San Francisco, CA 94111
RAA Representatives: Marc J. Anderson and Steven Layne
415/989-1860

PLM-TEC is a transportation equipment company which offers lease financing and remarketing services for regional and trunk airlines, corporate and medical users of turbo-prop, helicopter and jet aircraft.

PPG Industries, Inc.
Central Bank Building, Suite 777
Huntsville, AL 35801
RAA Representative: Thomas D. Lloyd
205/539-8121

PPG manufactures windshield and passenger windows and other aircraft transparencies for all phases of aviation. Their electrically heated de-ice windshields are used extensively on commercial aircraft manufactured by such companies as Aeritalia/Aerospatiale, Beech, Cessna, deHavilland, Dornier, Embraer, Fairchild, Fokker, Gulfstream, Israel Aircraft and Piper.

Pratt & Whitney Canada
1000 Marie Victorin
Longueuil, Quebec
Canada J4G 1A1
***RAA Representative:* V. Valente**
514/647-7677

Pratt & Whitney Canada has a world mandate to design, develop, manufacture, market and support turboprop and turboshaft engines for air, land and sea applications. Aircraft such as the Beech 99, the 1900, and the Starship; the de Havilland Dash 7; the Embraer EMB-110 and 111; the Shorts 300 and 360; and the Piaggio Avanti P.18C are powered by PT6 turboprop engines.

The PW100 turboprop, specifically designed for the 30-80 passenger commuter aircraft, has been selected to power nine new generation commuter aircraft — the Canadair CL-215T, the EMB-120 Brasilia, the de Havilland Dash 8-100 and 300; the Aerospatiale/Aeritalia ATR 42 and 72; the British Aerospace ATP; the Fokker 50; and the Dornier 328.

To date, more than 29,000 PT6s in some 30 different models, and some 2,000 PW100s have been delivered.

P&WC employs approximately 8,500 people of which 1,800 are involved in R&D activities.

See our advertisement on page 65.

PRC Aviation
6262 Swan Road, Suite 269
Tucson, AZ 85718
RAA Representative: R. Dixon Speas
602/299-0410

Professional consulting services with respect to flight equipment selection, management, financial planning, flight operation, maintenance, market study, and forecasting for regional airlines and manufacturers of regional category of aircraft, engines and accessories.

Precise Flight, Inc.
63120 Powell Butte Road
Bend, OR 97701
RAA Representative: Michael Demith
503/382-8684, 800/547-2558
FAX: 503-388-1105

Precise Flight, Inc. has designed a full line of pulselites specifically for the airline industry. The Pulselite Visual Collision Avoidance System is designed to connect to the existing lights (landing, taxi, recognition, logo) of your aircraft. By pulsing these lights alternately, the aircraft recognition is greatly enhanced much like the lights on an emergency vehicle. The life of the lamps can be increased by as much as 15 times. Additionally, because of the lower operating temperature, the life of the outer lens cover is extended. The units are in use by over 250 major U.S. corporations and installed on over 3,500 planes and helicopters worldwide. They are a factory option with British Aerospace, Falcon Jet, Gulfstream and Sikorsky and are FAA approved and STC'd on virtually all aircraft.

Professional Pilot Magazine
3014 Colvin Street
Alexandria, VA 22314
RAA Representative: Murray Smith
703/370-0606

Written for career professional pilots by career professional pilots. Editorial covers current and future issues, trends, technique, safety, salaries, equipment checks and commentary.

PTC Aerospace
RT 202
Bantam, CT 06750
RAA Representative: William J. Andrews
203/567-9441

Our company specializes in aircraft interiors, seats, closets, aerostructures, and spare parts for any of the above.

See our advertisement page 142.

Pulsar Aviation LTD
GT Chesterford Court
GT Chesterford, Essex
England OB10 1PF
RAA Representative: Michael P. Kemp
0799 31211

Pulsar Aviation, a sister company to the Fortis Aviation Group, has been formed to remarket British Aerospace aircraft taken in part-exchange by this manufacturer against new deliveries. Pulsar Aviation also markets British Aerospace equipment from any source.

Rand McNally and Company DocuSystems Group
8255 N. Central Park Avenue
Skokie, IL 60076
RAA Representative: Mary Andruzzi
312/673-9100
1/800/346-1685

Rand McNally's DocuSystems Division is the world's leading supplier of passenger related products and the premier airline ticketing specialist. Primary emphasis is placed on design, production, storage and distribution of book, carrier strip, and continuous type tickets, including ATB's. Extended product line includes interline and on-line baggage tags, ticket jackets, boarding passes, airway bills and miscellaneous support documents.

Additional capabilities include developing and processing revenue accounting and data management systems for all airlines and the Airline Reporting Corporation. These include frequent flyer program and various travel related services.

Rapco, Inc.
445 Cardinal Lane/P.O. Box 470
Hartland, WI 53029
RAA Representative: Michael R. White
414/367-2292
FAX: 414/367-7158

Manufacture propeller de-ice lead harnesses, brush blocks and replacement brushes for Hartzell, Dowty Rotel, and McCauley propellers. Overhaul commuter airline brakes and repair and overhaul B.F. Goodrich de-ice cycle timers. Manufacture erosion control coating. Manufacture replacement commuter airline brake wear components.

Rediffusion Commercial Simulation, Inc.
P.O. Box RSIM
Arlington, TX 76005
RAA Representative: Marion S. Griffith, Jr.
817/695-2600

Rediffusion manufacturers flight simulators, visual systems and training devices, including computer-based training programs.

Associate Member Directory

Regional Leasing Corporation
5700 Columbia Center
Seattle, WA 98104
RAA Representative: Al Ramacciotti
206/382-1500

5525 N. MacArthur
Suite 135
Irving, TX 75038
214/550-9099

Regional Leasing Corporation provides aircraft leasing and financing to commuter airlines throughout the world. The Regional staff has provided its clients with various forms of financing: operating or full payout structures; new or used financing; sale/leaseback of equipment; leveraged or single investor; onshore or offshore sources and tax treatment. Regional will invest its own funds in some transactions. The result is that Regional can provide a full range of aircraft services to the commuter/regional airline industry.

In conjunction with the above financing services, Regional also is involved in the acquisition and disposition of specific aircraft or fleets of aircraft.

The Regional philosophy is to act as an investment banker to airlines in acquiring, financing and disposing of their aircraft. We have built very close relationships with our clients and are willing to provide our services in a manner that is best for the airline.

Rice Aircraft Inc.
280 Oser Avenue
Hauppauge, NY 11788
RAA Representative: Stephen Marigliano
516/435-1500

Distributor of fastners: AN, NAS & MS series; Dzus; Camlock; Hi-Loks; Cherry Rivets. Installation tooling. Specializing in airline and FBO requirements worldwide.

River City Avionics, Inc.
2843 Business Park Drive
Memphis, TN 38118
RAA Representatives: Jim Jeffreys, Jim Rosenbush
FAX: 901/366-7080, Telex: 5106001502

River City Avionics, Inc. provides overhauled and new surplus avionics and instruments for aircraft ranging from cabin class twins to large jets. Equipment available includes COMM, NAV, DME, XPDR, ADF, RAFIO ALT, GPWS, RADAR, FLIGHT DIRECTOR AND AUTOPILOT. River City also buys outright or takes on consignment equipment surplus to your airline's needs.

Riverside Oil/Jets
111 NW 4th Street
P.O. Box 3087
Evansville, IN 47730
RAA Representative: A.D. Searl II
812/424-9211
FAX: 812/422-7110

Riverside/Jets provides AV LL 100, Jet A, fuel farm engineering, and ground handling to regional carriers and FBO's throughout the U.S. and Puerto Rico.

Rollins Burdick Hunter Co., National Aviation Division
123 N. Wacker Drive
Chicago, IL 60606
RAA Representative: Michael S. Calhoun
312/701-4249

Western Region:
10 Universal City Plaza
Suite 3400
Universal City, CA 91608
RAA Representative: Roger Gustafson
818/506-0100

Rollins Burdick Hunter is a premier multinational insurance broker serving the insurance-related needs of the aviation industry for over 50 years. The National Aviation Division of Rollins Burdick Hunter specializes in managing the risks of regional, national, and major airlines; aviation and aerospace manufacturers; commercial operators; airports; and aviation speciality areas. Our regionalized NAD centers have direct access to domestic, Lloyd's, and European markets. Through a nationwide system of RBH offices, we provide the highest standard of service and professionalism to the aviation industry. RBH has earned the respect of the aviation insurance community through its continued committment to quality and excellence.

Rolls-Royce Inc.
Corporate Headquarters
11911 Freedom Drive
Reston, VA 22090-5602
703/834-1700

Rolls-Royce Inc.
2849 Paces Ferry Road
Suite 400
Atlanta, GA 30339-3769
RAA Representative: P.A.C. (Tony) Oldfield
404/436-7900

Rolls-Royce designs, develops and manufactures a range of commercial and military aircraft engines and industrial engines. Worldwide, 309 airlines, 118 armed forces and 700 business jet customers operate 112 different types of Rolls-Royce powered aircraft in 121 countries.

Rolls-Royce's latest mid size turbofan, the Tay, is now in service powering both the Gulfstream IV business jet and the Fokker 100 aircraft for airline operation with thrust ranging from 13,850 to 15,100 lbs. Thirteen airlines are currently operating the Fokker 100 including USAir. The Dee Howard Company is re-engining the Spey powered BAC1-11 and B727-100 aircraft with the 15,100 lb. Tay 650 engine. Other re-engining programs are under consideration. Rolls-Royce is also teamed with Williams Intenational on the 1900 lb. thrust FJ44 engine program.

Rolls-Royce (Canada) Ltd.
9500 Cote de Liesse Road
Lachine, Quebec, Canada H8T 1A2
RAA Representative: Gerald G. Sosontovich
514/631-3541

Overhaul, repair and servicing of a wide range of gas turbines including all marks of the Rolls-Royce Dart, Spey and Tay engines. Lease engine and accessory programs and spare parts supply network.

Rosen Product Development, Inc.
P.O. Box 21636
Eugene, OR 97402
***RAA Representative:* John B. Rosen**
503/342-3802

Rosen Product Development, Inc. manufactures cockpit transparent sunvisor systems for large and small aircraft. Multimotion sliding and translating units provide protection from the sun while still allowing pilots to see their traffic. Safety is the key to Rosen's new monorail and NSA sunvisor units sold to regional airlines. Systems are attractively priced and installed in an hour or less in most cases.

See our advertisement on page 128.

ROTEK Inc.
3 Germay Drive
Wilmington, DE 19804
RAA Representative: Dick NieKamp
302/655-4100

ROTEK is an FAA approved repair station, No. XTKR104L, holding ratings in Accessory class 1, 2, & 3, Radio class 1 & 2, Instrument class 1, 2, 3, & 4, and limited specialized services. ROTEK's modern 22,500 sq. foot facility services hydraulic pumps, brakes, wheels, LG components, actuators, GCU's, NDT, starter/generators, gyro's, instruments, avionics and hydrostatic testing and service of nitrogen, oxygen and fire extinguishing systems, fuel indicators and pumps, bleed-air components and environmental parts.

Saab Aircraft of America, Inc.
21300 Ridgetop Circle
Sterling, VA 22170
***RAA Representative:* Ron L. Sherman**
703/406-7200

Saab Aircraft of America is responsible for the marketing, sales and product support of the Saab 340 and Saab 2000 new generation regional airliners. The Saab 340 is a pressurized turboprop capable of carrying 30 to 37 passengers. The aircraft is produced by the Saab Aircraft Division of Saab-Scania AB in Linkoping Sweden. In addition to North America, the Saab 340 is operated in Europe, South America, Australia and Asia.

The Saab 2000, currently under development by Saab Aircraft, is a 50 seat, high technology, jetprop regional airliner capable of a speed of 425 miles per hour. First deliveries of the Saab 2000 are scheduled for 1993.

See our advertisement on page 17.

Salenia Aviation AB
P.O. Box 7826
S-103 97 Stockholm, Sweden
RAA Representative: Peter Gullmarstrand
46-8-7871300

Salenia Aviation AB is a member of the Salenia group of Stockholm, Sweden. The company is engaged in owning, trading and leasing of aircraft, in particular with regard to aircraft used in the related companies SalAir AB (Sweden) operating Saab aircraft, and Malmo Aviation AB (Sweden) operating BAe 146, but also offering these aircraft on operating leases to third parties.

Sanwa Business Credit Corporation
One South Wacker Drive
Chicago, IL 60606
RAA Representative: George L. Lehnertz
312/782-8080

Straight debt, single investor and leveraged lease financing of aircraft.

Satair, Inc.
727 Sullivan Road
Atlanta, GA 30349
RAA Representative: Klavs Larsen
404/991-7900
FAX 404/991-7911

Satair Inc. is located at our new strategic location near Atlanta Hartsfield International Airport, Georgia. Significantly expanding activities. Major product support: Fokker F27 and F28, Fairchild FH227, Shorts SD3-60 & SD3-30, DHC Commuter aircrafts. Also major distributor lines for the airlines. All being stocked in Atlanta, for immediate support.

Major objectives
-sales and marketing
-liaison office for SATAIR group
-product research
-manufacturer and distributor relations

Savance Corporation
500 Davis Center
Evanston, IL 60201
RAA Representative: Bryan Troutman
708/475-2340
FAX: 708/475-7232

Savance Corporation invests for its own account and arranges lease financing of commercial transport aircraft and other aviation related equipment with emphasis on the regional airline industry. Equipment management and remarketing services are also available.

SBS International
444 Park Avenue
New York, NY 10016
RAA Representative: Candler Brooks
212/532-3230

SBS International is the world's largest supplier of crew planning, scheduling, and operations control software supporting over 35 airlines worldwide including regional, national, cargo and major carriers.

Schneller, Inc.
P.O. Box 670
6019 Powdermill Road
Kent, OH 44340
RAA Representative: Ronald L. Burbick
216/673-1400

Schneller manufactures custom laminates, coated fabrics and hand tufted tapestries all meeting the latest flamability, heat release and smoke requirements of the FAA.

Sensenich Propeller Co.
P.O. Box 5100
Lancaster, PA 17601
RAA Representative: Joseph R. Maus
717/560-3711

Repair Station - servicing, overhaul and inspections of aircraft propellers for the commuter airlines, servicing Hartzell, Hamilton Standard, McCauley, Dowty Rotol and related accessories.

SH & E, Inc.
(formerly Simat Helliesen & Eichner, Inc.)
One University Office Park
Waltham, MA 02154
RAA Representative Richard Murphy
617/894-6214

90 Park Avenue
New York, New York 10016
RAA Representative: Tulinda Larsen
212/682-8455

Route and fleet planning, aircraft appraisals/inspections/ residual value estimates, Section 419 subsidy applications, management consulting, financial planning, mergers & acquisitions analysis, market research and feasibility studies, data bases and management information systems.

Sheldahl Corporation (Hoskins Product Line)
15771 Red Hill Avenue
Tustin, CA 92680
RAA Representative: Robert Dewyea
714/259-0130

The Hoskins product line of Sheldahl has been in existence for over three decades and supplies a complete line of lighting products to the aviation industry: strobe and anti-collision lights and power supplies, exterior lighting fixtures, interior lights and signs, emergency floor lighting system, and fuel management systems.

Short Brothers (USA), Inc.
2011 Crystal Park Drive
Suite 713
Arlington, VA 22202-3719
***RAA Representative:* Ronald G. Crawford**
703/769-8700

Specialists in marketing and support of Shorts 330, 360, and C-23 Sherpa aircraft for regional airlines, cargo carriers, and U.S. government agencies. With over 200 aircraft in service in the U.S., Shorts provides a comprehensive array of programs - from flight and maintenance training, to engineering services, modifications, parts supply, and competitive financing packages.

See our advertisement on cover 4.

SICMA
1006 North Bowen Road
Arlington, TX 76012
RAA Representative: Terry Dixon
817/861-5491

Engineering and Product Support Center
7230 N.W. 58th Street
Miami, FL 33166
RAA Representative: Don Barrow
305/592-7428
FAX: 305/592-1076

Manufacturer of aircraft seats including passenger, flight attendant and observer.

SIFCO Turbine Component Services
2430 N. Winnetka Avenue
Minneapolis, MN 55427
RAA Representative: Roger B. Harma
612/544-3511
FAX: 612/544-2206

SIFCO Turbine Component Services is an approved supplier of quality repaired components for Regional Airlines, Major

continued next page

Airlines and PW of Canada. With over 20 years of experience as an FAA approved repair station, STCS concentrates on the cleaning, welding, brazing and machining of Aerospace Materials with specialization on the Nickel Super Alloys.

Current repair processes are available for the following engines: PWC PT6 (all series), PWC PW100 (all series), PWC JT15 (all series), Allison 501 D13, Lycoming T53 & T55, PWA JT8D, PWA JT9D and Garrett APUs.

Simmonds Precision-Product Support Operations
5250 N.W. 33 Avenue
Ft. Lauderdale, FL 33309-6301
RAA Representative: Dominic J. Scardino
305/497-0100

Provide overhaul, repair and exchange for all Simmonds Precision fuel quantity systems, engine ignition systems and Actuator(s). Only factory authorized source for service of Pitch Trim Actuator(s) on Fairchild Metro and Saab 340. Manufacturer of calibration equipment for A.C. capacitance and D.C. capacitance fuel quantity systems.

Southern Cross Aviation, Inc.
375 Durley Ave.
Camarillo, CA 93010
RAA Representative: Mark Eberle
805/388-4778

Southern Cross Aviation is in the business of international and domestic aircraft delivery. During our 15 years of existence, we have delivered more than 2000 aircraft to over 100 countries worldwide.

We perform every aspect of the delivery process from pick up to drop off at delivery point. Our quotes are all inclusive so you will find no surprise charges after delivery is complete.

We handle virtually all aircraft types and have served some of the most prominent organizations in the commuter airline industry.

Please call our California office for a competitive quote.

Space Age Aviation
165 W. Nyack Road
West Nyack, NY 10994
***RAA Representative:* Michael Delia**
914/353-1666

Space Age Aviation is a stocking distributor of commercial turbine aircraft engines and engine parts, specializing in hot section parts, blades, vanes and overhaul components. Inventory consists of 12000 line items of new, surplus and overhauled original equipment manufactured parts. We provide overhaul exchanges for most hot section and power section components. We also provide services to manage surplus and consignment inventories.

See our advertisement on page 138.

STS Services Inc.
#2 International Plaza
Suite 108
Nashville, TN 37217
RAA Representative: Michael J. Sonshine

Provide contract maintenance personnel to the aviation industry.

Sundstrand Data Control, Inc.
15001 N.E. 36th Street
Redmond, WA 98073-9701
RAA Representative: Matt Marinos
206/885-8679

Manufactures flight safety, control, and maintenance-related avionics equipment, such as cockpit voice recorders, flight data recorders, windshear detection systems, GPWS, stall warning computers, and airborne communication and data management systems.

Superior Air Parts, Inc.
15050 Beltwood Parkway East
Addison, TX 75001
RAA Representative: John Herman
214/233-4433

Superior Air Parts, Inc. is the world's largest supplier of FAA-PMA replacement parts for the PT6 turbine engine and Lycoming and Continental piston engines.

Superior is also a leading distributor for other major aviation related manufacturers including Aeroquip and Barry Controls.

Strategically located regional distribution centers in Alaska, California, Colorado, Florida, Illinois, Oregon, Pennsylvania and Texas insure that Superior provides same-day shipment on orders.

System One Corporation
2120 Park Place
El Segundo, CA 90245
RAA Representative: Sue Zotti
213/335-7464

System One's Airline Services Division is the world's largest provider of automation services to the airline industry. SHARES, the most successful and widely used passenger reservations/ processing system in airline history, is now available for all airlines, from the smallest commuters and regionals to the largest international mega-carriers. System One's Phoenix, the world's premier flight planning service, offers flexibility through the widest range of cost effective features available in any system anywhere. Other flight operations systems and services include crew management, flight control, weather, runway analysis, and flight operations engineering services. System One maintains the industry baggage tracing systems, Easy Trac and ACTS, and baggage claim system, BCCFS. A full range of consulting services, including feasibility studies, customer software development, expert systems expertise, and staff support services is also offered.

Teledyne Avionics
P.O. Box 6400
Charlottesville, VA 22906
RAA Representative: Rodney C. Wainwright
804/973-3311

Teledyne Avionics manufactures: Angle of Attach measurement, indication and control systems, Stall Warning Systems, Vertical Speed Indicators (IVSI), Power Analyzer and Recorder - Turbine Engine Health Monitor.

Teledyne Neosho
3551 Doniphan Drive
Neosho, MO 64850-9199
RAA Representative: Mike Wilkinson
417/451-1810

Teledyne Neosho is one of the Teledyne, Inc., companies. We are a diversified company engaged in the overhaul of turbine and jet engines for the business and commuter airline market. Teledyne Neosho is the appointed overhaul agency for the General Electric CJ610/CF700, Textron Lycoming LTS/LTP 101 engine, Garrett TPE331, and the Pratt & Whitney PW100 series engine.

Textron Aerostructures
P.O. Box 210
Nashville, TN 37202
RAA Representative: Jeff Torell
615/361-2355

Textron Aerostructures, a wholly-owned subsidiary of Textron Inc. offers a full range of engineering services using three dimensional computer-aided design network capable of connecting us via satellite link directly with our customers across the U.S. and overseas.

For over 50 years, Textron Aerostructures has produced a wide variety of aerospace structures using advanced metals and composite materials in both commercial and military aircraft programs.

Current programs include Airbus A330/ A340 wing components, British Aerospace 146 wing, Gulfstream IV wing, Lockheed C-130 empennage components, McDonnell Douglas C-17 Transport spoilers and flap vanes, and Titan IV Missile solid rocket booster components for Hercules Aerospace.

Textron Lycoming
550 Main Street
Stratford, CT 06497
***RAA Representative:* Joseph A. Mauriello**
203/385-3148

As an original equipment manufacturer of turbofan, turboprop and turboshaft engines, Textron Lycoming's principal activities include the sale of engines, modules, accessories, spare parts, and product support services to aircraft operators. These support efforts include setting up overhaul and repair facilities with the necessary test equipment to aid in the maintenance of these engines.

See our advertisement on page 144.

Thompson Aircraft Tire Inc.
7775 N.W. 12th Street
Miami, FL 33126
RAA Representative: Steve Wilson
305/592-3530

New and retreaded aircraft tires, carbon brake refurbishment, wheel and brake overhaul services.

Thrustair Inc.
12300 Gladstone Avenue
Sylmar, CA 91342
RAA Representative: Gary Baker
818/768-2222

FAA Repair Station 4907 Accessory Class 1. Superior quality with competitive turn times for over 20 years providing the following services: pneumatic valves and actuator overhaul, hydraulic valves and actuator overhaul, thrust reverser and component part overhaul, and new part manufacturing to your specifications.

II Morrow, Inc.
P.O. Box 13549
Salem, OR 97309
RAA Representative: Ron Marsh
503/581-8101

Loran C Aviation Navigation Equipment. Both VFR and IFR. Loran C simulators and regulated equipment. Marine navigation equipment and Vehicle Tracking Systems.

Trans World Airlines
100 S. Bedford Road
Mt. Kisco, NY 10549
RAA Representative: Larry Thierman
914/242-3145/3364

TWA has always been a leader in aggressively pursuing Interline Traffic Agreements with commuter and regional airlines, resulting in substantial passenger exchange and impressive revenue sharing. With a firm committment to our three Trans World Express carriers and to further expansion, TWA continues to grow as an industry leader in the development of a strong and mutually profitable regional airline network.

In keeping with the guiding principle of the RAA, TWA salutes all regional airlines and extends special thanks and recognition to Trans States Airlines, Metro Airlines Northeast and Jet Express, all Trans World Express partners.

The Trump Shuttle, Inc.
75-20 Astoria Blvd.
Jackson Heights, NY 11370
RAA Representative: Richard Cozzi
718/397-6000

Air transportation service between New York, NY; Boston, MA; and Washington, DC., as well as charter service.

TurboCombustor Technology, Inc.
2901 S.E. Monroe Street
Stuart, FL 34997
RAA Representative: Douglas C. Puza
407/287-9978

TurboCombuster Technology, Inc. for more than twenty-five years has specialized in the manufacture, overhaul, and repair of combustion chambers and other high temperature alloy sheet metal weldments for gas turbine engines.

From its facilities in Stuart, Florida, TCT offers comprehensive and unique capabilities that provide complete turn-key services. Processes available include general and specialized sheet metal fabrication and machining, automatic and manual fusion, resistance, dabber tig, electron beam and laser welding, robotic plasma coating, furnace vacuum brazing and heat treat.

TCT's facilities are fully approved by the FAA (Repair Station VY4R613M), U.S. Air Force, Army, Navy, major engine manufacturers and domestic and international airlines.

TCT manufactures and repairs a broad range of Textron-Lycoming ALF502 hot section parts including combustor liners, housings, curls and vanes. TCT's customer support and service is renown in the industry with proven exceptional quality and turn-times of less than 30 days.

Turbo Power, Inc.
6321 N.W. 74th Avenue
Miami, FL 33166
RAA Representative: Mike O'Keeffe
305/592-3195

Turbo Power provides overhaul and repair services for the Allison T56/501 and P&W PT6A engines. A product support group provides preventative diagnostic and post delivery support on a worldwide basis. TPI also provides sale, lease and exchange programs and HSI services.

United Airlines
P.O. Box 66100
Chicago, IL 60666
RAA Representative: Diane Zielinski
708/952-4702

United Airlines, a subsidiary of UAL Corporation, is known worldwide as one of the nation's leading carriers. United retains the strongest route system of any major U.S. airline and, as of June, 1991, flies to 164 cities in the United States, Australia, Belgium, Bermuda, Canada, France, Germany, Great Britain, The Netherlands, Mexico, New Zealand, The Peoples Republic of China, Philippines, Puerto Rico, Singapore, South Korea, Spain, Taiwan, and Thailand. The United Express partnership expands the United umbrella to 235 cities.

United is the principal carrier at each of its four domestic hubs where it enjoys the dominant market share based on available seat miles. United's hubs and major cities are further strengthened by the three United Express carriers: Air Wisconsin at O'Hare, Dulles, and Denver; WestAir at Dulles, San Francisco, Los Angeles, Seattle, and Portland; and Mesa at Denver.

United's Mileage Plus program rewards United's most frequent travelers with travel awards on United Express and eight international airlines, hotels, and car rental partners. In 1990, United carried more than 57 million passengers. The airline has 75,000 employees and will own or lease nearly 500 aircraft by the end of 1991. A United subsidiary, Covia Partnership, develops and markets Apollo, the most comprehensive computer reservations system on the market.

United States Aircraft Insurance Group
1 Seaport Plaza
199 Water Street
New York, NY 10038
RAA Representative: Michael L. Sweeney
212/952-0100

A group of independent insurers which provides facilities for all forms of aviation insurance available, hull physical damage, aircraft liability, airport liability, aircraft products liability, hangar keepers liability and workers compensation. All USAIG operations are managed by U.S. Aviation Underwriters Inc., a separate corporation which has worldwide authority to accept or reject proposals, specify rates, bind risks, settle claims, and issue policies of insurance on behalf of the group.

Associate Member Directory

Universal Navigation Corporation
3260 E. Lerdo Road
Tucson, AZ 86706
RAA Representative: Donald D. Berlin
602/741-2300

Universal Navigation Corporation manufactures and markets the UNS-1 product line of Flight Management and Navigation Management Systems, nav sensors, and Solid-state Cockpit Voice Recorders.

Flight and Nav Management System features include auto scanning DME-DME, multiple nav sensor ports, VNAV, Direct-To, Heading Mode, 3-D Approach Mode and Fuel Management. Nav database subscriptions can be regionalized and include SIDs, STARs and Approaches.

The lightweight Cockpit Voice Recorders provide 30 or 120 minutes of recorded history stored in solid-state flash memory.

University of North Dakota Center for Aerospace Sciences
Box 8216, University Station
Grand Forks, ND 58202
RAA Representative: John D. Odegard
701/777-2791
FAX: 701/777-3016

The Center for Aerospace Sciences is an international leader in aviation education and flight training. Housed in a sleek $18 million complex on the University of North Dakota campus in Grand Forks. Features full range of state-of-the-art simulators. Air traffic control simulators. High altitude chamber. CBI instructional labs. The Center's flight operations feature over 100 aircraft — largest private fleet of training aircraft in the world. Includes jets and turbine helicopters. Complete in-house maintenance facility — operated 24 hours a day. Fully computerized dispatch and flight planning rooms. Deli-cafeteria. Based at Mark Andrews International Airport — fully instrumented airport with modern FAA air traffic control tower, automated flight service station, and with parallel runways. Over 100,000 flight training hours logged annually. FAA certificates/ratings: pvt., comm., instru., Citation I, ATP, M.E., M.E.I., CFI, CFII, seaplane rating and aerobatic instruction. Aviation degrees: aviation administration, airport administration, aeronautical science, airway science. Other degrees: meteorology, space studies, computer science. Students: 2,300. Public-private partnerships through UND Aerospace Foundation include airline ab initio pilot training, rotary-wing training, aerospace physiology training, industry seminars, CBI development, software engineering, aviation weather services.

USAir Group, Inc.
2345 Crystal Drive
Arlington, VA 22227
RAA Representative: Gordon Linkon
703/418-7070

USAir Group's USAir Express Division leads and directs the activities of USAir Express operators under marketing and code sharing agreements with USAir, Inc.

The ten USAir Group Express operators operate over 200 aircraft on a route network that serves over 150 cities in the USA, Canada and the Bahamas.

WECO Inc. Aerospace Systems
Sacramento Area:
P.O. Box 547, 1020 Airport Road
Lincoln, CA 95648
RAA Representative: William H. Weygandt
916/645-8961
FAX: 916/645-1547

Southern California:
4206 W. Burbank Boulevard,
P.O. Box 6547
Burbank, CA 91505
818/845-8711
FAX: 818/745-2972
TELEX: 69-8522

WECO provides overhaul services for electrical aircraft accessories including rotables and solid state components. Exchange units are available for most aircraft. FAA approved repair station No. UQ3R902L. Distributor/service center for Lucas (Lear Siegler), Bendix, J.E.T. Electronics, Marathon Flight-tronic, Hartman, General Electric, Auxilec, Bronzavia-Air Equipment.

Western Petroleum Company
9531 West 78th Street
Eden Prairie, MN 55344
RAA Representative: Beau Bouillion
800/972-3835

Western Petroleum Company is a wholesale jet fuel distributor with jet fuel available from coast to coast in bulk, transport loads, and into wing at numerous FBO's throughout the country.

Westinghouse Credit Corporation
One Oxford Centre
Pittsburgh, PA 15219
RAA Representative: John Masquelier
412/393-3277

Westinghouse Credit Corporation provides both debt and equity financing for the regional aircraft industry. Our current portfolio includes the following aircraft: ATR 42-300, BAe 146, DHC-8-100, Dornier 228-200, Fairchild, and Shorts 360.

West Virginia Air Center, Inc.
P.O. Drawer 340
Bridgeport, WV 26330
RAA Representative: R. Darryl Devitt
304/842-6300

Full range, regional/commuter airline maintenance support center. Specializing in airframe inspections, structural repairs, modifications, conversions, exterior refinishing, interior refurbishing, composite repairs, avionics and electrical services.

Whitehouse Associates
10540 Grubbs Road
Pittsburgh, PA 15090
RAA Representative: Neil Whitehouse
412/935-9434
FAX: 412/935-8724

Aviation consulting services - aircraft fleet planning, aircraft valuation, aircraft acquisition and disposal, airline strategic planning, and aircraft technical inspections.

Wilkerson Company, Inc.
Aircraft Tire Division
P.O. Box 438
Crewe, VA 23930
RAA Representative: W.H. Wilkerson
804/645-9641

The Wilkerson Company offers complete retread service for all sizes of tires utilized by the entire commuter fleet. Wilkerson also supplies a full inventory of all brands of new tires.

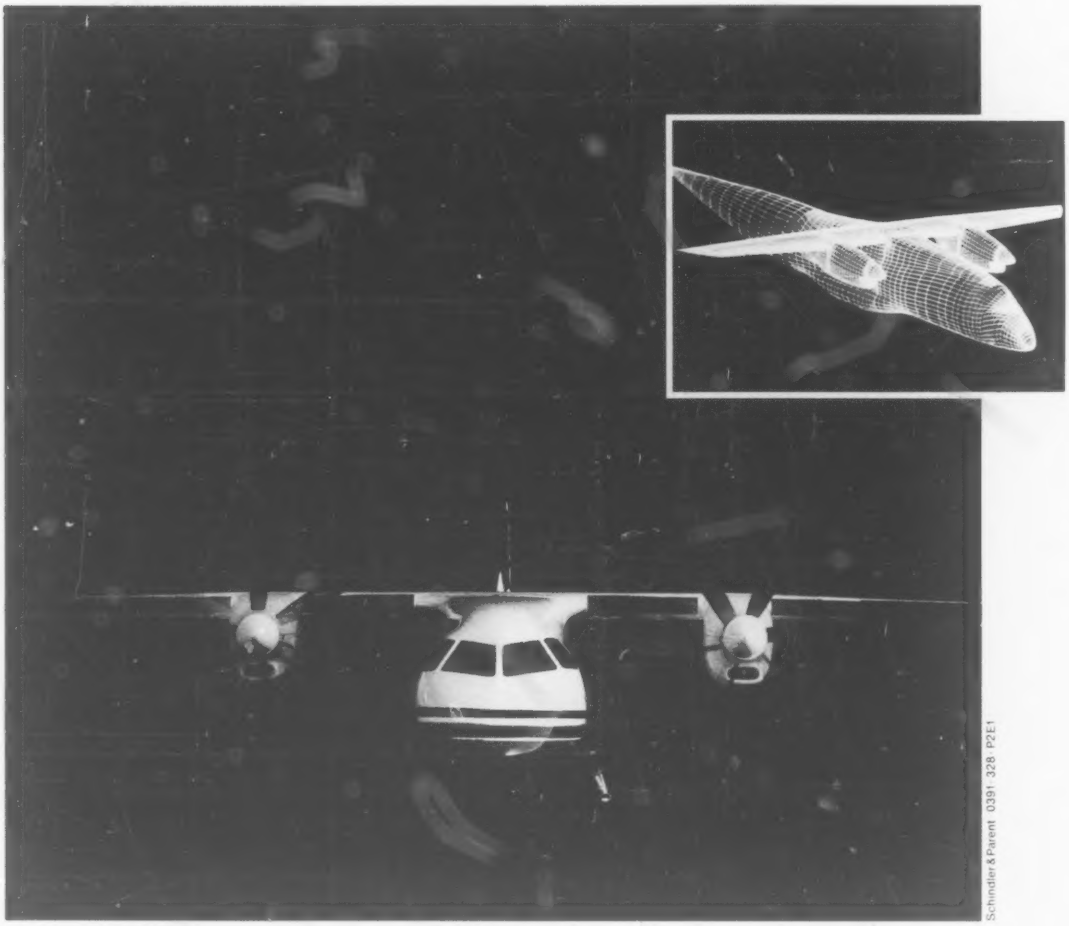
The Willis Group
475 Gate Five Road
Sausalito, CA 94925
RAA Representative: William R. Beech
415/331-5281

Lessors of engines to all segments of the airline industry. Operating leases and/or purchase/lease backs of power units and Q.E.C. units.

World Airways, Inc.
13873 Park Center Road
Suite 490
Herndon, VA 22071
RAA Representative: Barbara Zeiller
703/834-9200

Charter passenger and cargo air service.

The Advanced Aircraft the Market Demands. Dornier *328*.



Schindler & Parent 0391 328 P2E1

Responding to your needs – that has been our philosophy behind the Dornier 228. With the Dornier 328 we have gone even further: this regional airliner is setting the pace in its class. Carrying up to 33 passengers at a cruise speed of 345 knots, the Dornier 328 creates time for more flights. While its comfort keeps longer trips from testing the endurance of pilot and passengers. Our improved technology gives the Dornier 328 operational flexibility. Performance for short runways and tight turns, speed to fit into jet traffic patterns at hub airports.

Simple maintenance and reliable systems let you produce more revenue hours throughout the day. And we designed economy into aircraft to help keep your books in the black.

The Dornier 328 is designed to meet your needs without compromise. Dornier 328 – the regional airliner for the 90s and beyond.

Dornier Luftfahrt GmbH
Aviation Sales and Support
P. O. Box 2160
D-8000 Munich 66
Federal Republic of Germany
Phone (08153) 30-0

Dornier
Deutsche Aerospace

Fokker Territory.

We command regional skies.

Manufacturing short- to medium-range airliners is what we do best. Because it's everything we do. Others build giant jets to cross continents and span oceans. We concentrate on a family of quiet, 50- to 130-seat airliners technologically superior to all other aircraft in the same class. Tailor-made to meet the needs of demanding regional airline networks. Feeding and bypassing hubs—introducing more nonstops—with greater success than anything else in the sky.

True trendsetters... Fokker airliners carve out and defend this vital niche in the airline industry. And assist airlines to stake out winning claims on their territories.

Fokker. Superior performance in high-frequency airliners.

Fokker Aircraft
Amsterdam
Holland

■ THE SINGLE SOURCE ■ FFV AEROTECH, INC. IS THE FUTURE TODAY IN REGIONAL AIRLINE SUPPORT.

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American Eagle
1838

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10 Airways Boulevard
Nashville, TN 37217
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615-367-4327 [FAX]

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The Future Today In Regional Airline Support
FAA Repair Station AY55744M

I Count on Castleberry for Service

Bob Carpenter, Carpenter Avionics, Nashville, TN

"I've been doing business with Castleberry for 20 years. Our people use them for trouble-shooting advice, technical help, overhaul or exchange of our customers' units - you name it. They understand our needs. With their help, our problems are usually solved with a simple 'phone call. And when you *do* call, you don't get an order-taker, but a concerned professional technician who knows the answers. I *count* on Castleberry for that kind of service!"

INSTRUMENTS & AVIONICS: Service • Overhaul • Exchange • Technical capability • AOG Response

Castleberry — The people who know instruments *best!*

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Aerospace

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Sales Dept. WATS Line: (800) 531-5200 • AOG: (512) 251-2988 • CVR: (800) 552-1291
Miami, Florida • Phone: (305) 594-2963 / (800) 229-2963 • FAX: (305) 594-6923 • FAA Repair Station #UZ2D232L

Services in North America

Services in North America

The true extent of the nation's reliance upon the regional airline industry can be seen most vividly in terms of both the number of passengers the industry carried in scheduled service as well as by the scope of airports they served throughout the North American continent during 1990. More than 42 million passengers utilized regional air carriers at the 811 airports the industry served in the United States, Canada, the Bahamas, as well as the Caribbean last year.

The largest portion of regional airline traffic - 91 percent of the total or 37.4 million passengers - were carried within the lower-48 states while the next largest component, representing some 1.1 million passengers - or 2.7 percent of the total - travelled within the U.S. Virgin Islands and Puerto Rico. Regional carrier service within the state of Alaska accounted for an additional 740,000 passengers during 1990 while service within the Hawaiian Islands contributed an additional half a million passengers to the total figure.

In many instances, U.S.-based regional carriers provided the only international air service schedules between U.S. gateway airports and destinations in the Bahamas, Canada and the Caribbean. During 1990, nearly one and three quarter million passengers utilized regional carriers for their international journeys.

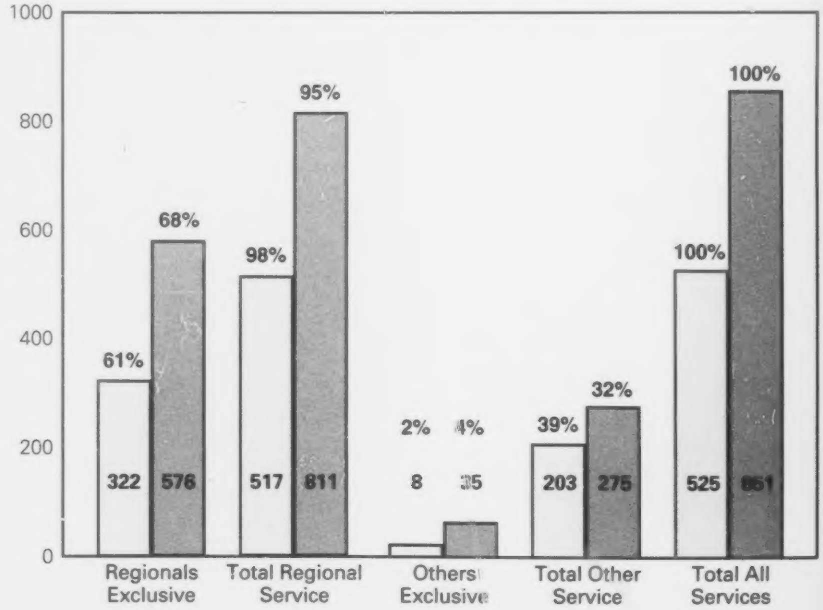
Communities of all sizes and descriptions in each and every state continue to rely on regional airline schedules in unprecedented numbers; often times, as their only source of scheduled airline service. In the lower 48 states, regional airlines served some 517 of all airports receiving scheduled air service or nearly 98 percent of the total number. At 322 of these airports - nearly two thirds of the total - regional carriers were providing the only scheduled air service.

Fully integrated into the U.S. air transportion system, regional airlines constitute an increasingly larger percentage of operations at many airports. In 1990, 24 percent of the total daily nonstop departures at Chicago's O'Hare Airport - the world's busiest airport, were conducted by regional airlines. The top 5 U.S. airports receiving regional airline service in 1990 were Los Angeles, California; Boston, Massachusetts; Chicago (O'Hare Airport), Illinois; Miami, Florida; and Dallas/Ft. Worth, Texas.

Airports Recieving Scheduled Services

☐ 48 States

▨ Total North America



Note: "Other" category includes major and national airlines.

Top 50 Regional Carrier Airports - 1990

Daily Nonstop Departures in Domestic Operations by U.S. Carriers

Rank	Airport	Code	Commuters/ Regionals	All Other Carriers	Total	Percent Commuter/ Regional
1	Los Angeles, CA	LAX	296	524	820	36.10
2	Boston, MA	BOS	266	315	581	45.78
3	Chicago, IL	ORD	251	815	1,066	23.55
4	Miami, FL	MIA	230	290	520	44.23
5	Dallas/Ft. Worth, TX	DFW	226	750	976	23.16
6	Atlanta, GA	ATL	218	818	1,036	21.04
7	Denver, CO	DEN	210	403	613	34.26
8	Seattle/Tacoma, WA	SEA	194	222	416	46.63
9	Cincinnati, OH	CVG	186	182	368	50.54
10	Philadelphia, PA	PHL	182	258	440	41.36
11	Chicago, IL	MDW	148	190	338	43.79
12	St. Louis, MO	STL	145	352	497	29.18
13	Pittsburgh, PA	PIT	141	341	482	29.25
14	San Francisco, CA	SFO	140	402	542	25.83
15	Newark, NJ	EWR	138	379	517	26.69
16	New York, NY	JFK	133	190	323	41.18
17	Charlotte, NC	CLT	133	347	480	27.71
18	Portland, OR	PDX	127	117	244	52.05
19	San Juan, PR	SJU	126	56	182	69.23
20	Baltimore, MD	BWI	117	209	326	35.89
21	Ft. Lauderdale, FL	FLL	115	120	235	48.94
22	Minneapolis/St. Paul, MN	MSP	113	315	428	26.40
23	Albany, NY	ALB	111	40	151	73.51
24	Washington, DC	IAD	110	163	273	40.29
25	New York, NY	LGA	106	367	473	22.41
26	Orlando, FL	ORL	99	230	329	30.09
27	St. Thomas, VI	STT	98	11	109	89.91
28	Washington, DC	DCA	92	276	368	25.00
29	Nashville, TN	BNA	91	174	265	34.34
30	Cleveland, OH	CLE	90	207	297	30.30
31	Anchorage, AK	ANC	88	64	152	57.89
32	Syracuse, NY	SYR	88	80	168	52.38
33	Tampa/St. Petersburg, FL	TPA	87	181	268	32.46
34	Detroit, MI	DTW	85	372	457	18.60
35	Memphis, TN	MEM	83	173	256	32.42
36	San Diego, CA	SAN	81	184	265	30.57
37	Dayton, OH	DAY	79	97	176	44.89
38	St. Croix, VI	STX	76	8	84	90.48
39	San Jose, CA	SJC	74	135	209	35.41
40	Milwaukee, WI	MKE	73	106	179	40.78
41	Fresno, CA	FAT	70	20	90	77.78
42	Raleigh/Durham, NC	RDU	70	174	244	28.69
43	Houston, TX	IAH	69	281	350	19.71
44	Indianapolis, IN	IND	67	134	201	33.33
45	Sacramento, CA	SMF	66	75	141	46.81
46	White Plains, NY	HPN	65	7	72	90.28
47	Orange County, CA	SNA	64	89	153	41.83
48	West Palm Beach, FL	PBI	61	85	146	41.78
49	Hartford/Springfield, CT	BDL	58	87	145	40.00
50	Burlington, VT	BTV	58	19	77	75.32

Source: AvStat Associates analysis of ABC Airways Guide.

Summary of Passenger Service by State

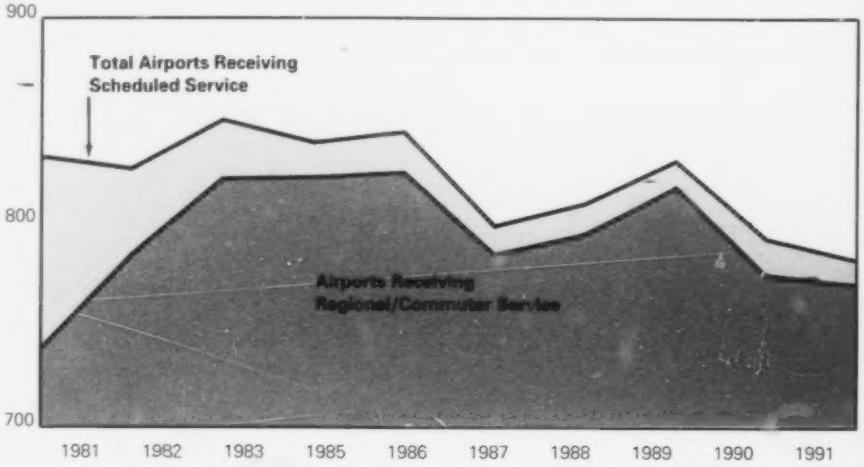
	Airports Receiving Scheduled Service By Category Of Service Airports Exclusively Served By:			Airports Served By More Than One Category Of Service				
State	**Regionals/ Commuters**	**Majors**	**Others**	*****	******	**Total Airports Receiving Scheduled Service**	**Total Airports Receiving Regional/ Commuter Service**	**Airports Receiving Service By Major and National/ Other Carriers**
Alabama	5	0	0	0	4	9	9	4
Arizona	9	0	0	0	5	14	14	5
Arkansas	9	0	0	0	1	10	10	1
California	23	1	0	0	17	41	40	18
Colorado	8	1	0	0	7	16	15	8
Connecticut	3	0	0	0	1	4	4	1
Delaware	1	0	0	0	0	1	1	0
District of Columbia	0	0	0	0	2	2	2	2
Florida	7	0	0	0	15	22	22	15
Georgia	5	0	0	0	4	9	9	4
Idaho	5	0	0	0	2	7	7	2
Illinois	10	0	0	0	5	15	15	5
Indiana	6	0	0	0	4	10	10	1
Iowa	7	0	0	0	3	10	10	3
Kansas	9	0	0	0	1	10	10	1
Kentucky	2	0	0	0	2	4	4	2
Louisiana	2	0	0	0	5	7	7	5
Maine	4	0	0	0	2	6	6	2
Maryland	2	0	0	0	1	3	3	1
Massachusetts	11	0	0	0	2	13	13	2
Michigan	14	0	0	0	8	22	22	8
Minnesota	10	1	0	0	2	13	12	3
Mississippi	5	0	0	0	2	7	7	2
Missouri	4	0	0	0	3	7	7	3
Montana	7	0	0	0	7	14	14	7
Nebraska	10	0	0	0	2	12	12	2
Nevada	4	0	0	0	2	6	6	2
New Hampshire	2	0	0	0	1	3	3	1
New Jersey	4	0	0	0	2	6	6	2
New Mexico	12	0	0	0	1	13	13	1
New York	13	0	0	0	13	26	26	13
North Carolina	5	0	0	0	8	13	13	8
North Dakota	3	1	0	0	3	7	6	4
Ohio	3	0	0	0	6	9	9	6
Oklahoma	3	2	0	0	0	5	3	2
Oregon	5	0	0	0	3	8	8	3
Pennsylvania	11	0	0	0	6	17	17	6
Rhode Island	2	0	0	0	1	3	3	1
South Carolina	2	0	0	0	4	6	6	4
South Dakota	8	0	0	0	2	10	10	2
Tennessee	1	0	0	0	5	6	6	5
Texas	15	2	0	0	11	28	26	13
Utah	10	0	0	0	1	11	11	1
Vermont	0	0	0	0	1	1	1	1
Virginia	3	0	0	0	5	8	8	5
Washington	16	0	0	0	4	20	20	4
West Virginia	7	0	0	0	2	9	9	2
Wisconsin	7	0	0	0	5	12	12	5
Wyoming	8	0	0	0	2	10	10	2
Total 48 States	**322**	**8**	**0**	**0**	**195**	**525**	**517**	**203**
Alaska	216	0	1	0	23	240	239	24
Hawaii	4	0	1	2	5	12	9	8
Puerto Rico	1	0	0	0	2	3	3	2
Virgin Islands	0	0	0	0	2	2	2	2
Total U.S.	**543**	**8**	**2**	**2**	**227**	**782**	**770**	**239**
Bahamas	14	0	0	0	2	16	16	2
Canada	7	4	0	0	3	14	10	7
Caribbean	9	13	0	0	3	25	12	16
Mexico	3	7	1	3	0	14	3	11
Total North America	**576**	**32**	**3**	**5**	**235**	**851**	**811**	**275**

* Without Commuters ** With Commuters

Regional Airline Service in the U.S. 1981-1991

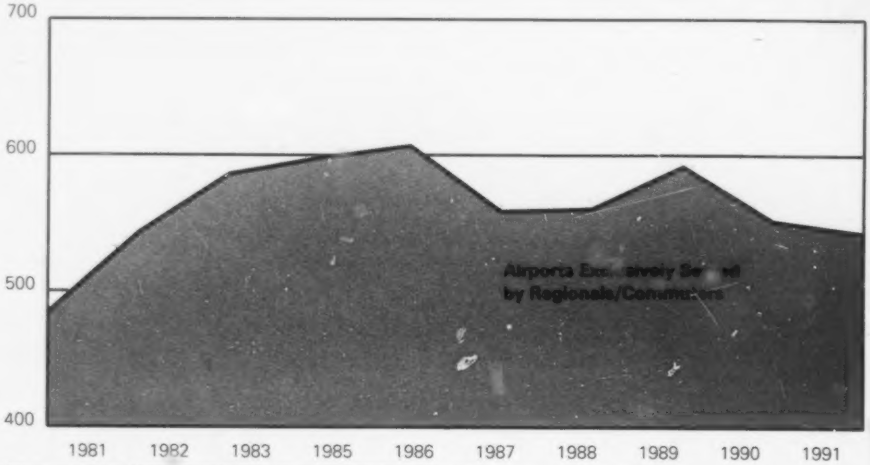
Total Airports Recieving Scheduled Service - Airports Recieving Regional/Commuter Service

Total Airports Recieving Scheduled Service		**Airports Recieving Regional/Commuter Service**	
1981	832	1981	738
1982	826	1982	784
1983	850	1983	821
1985	839	1985	822
1986	844	1986	824
1987	798	1987	784
1988	809	1988	794
1989	830	1989	817
1990	792	1990	774
1991	782	1991	770



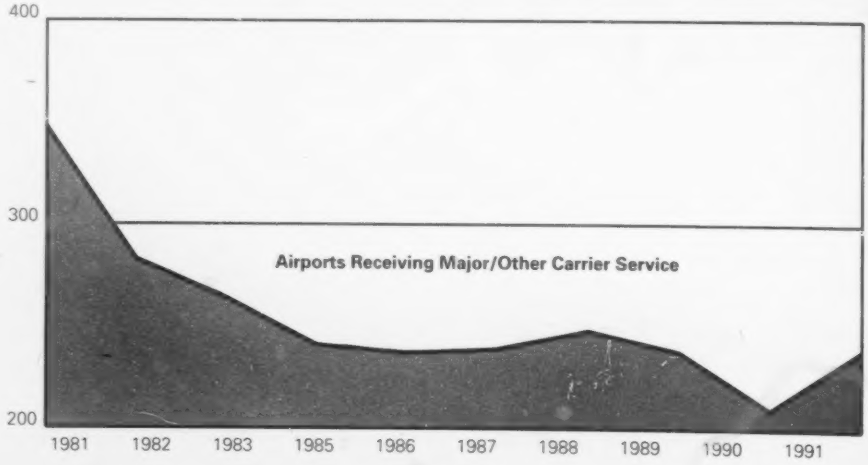
Airports Exclusively Served by Regionals/ Commuters

Airports Exclusively Served by Regionals/ Commuters	
1981	484
1982	543
1983	586
1985	598
1986	607
1987	559
1988	561
1989	592
1990	552
1991	543



Airports Recieving Major/ Other Carrier Service

Airports Exclusively Served by Regionals/ Commuters	
1981	348
1982	283
1983	269
1985	241
1986	237
1987	239
1988	248
1989	238
1990	210
1991	239



Key to Airline Designators

REGIONAL/COMMUTER AIR CARRIERS

2F	FRONTIER FLYING SERVICE (2F)
3C	CAMAI AIR (3C)
3D	EDGARTOWN AIR (3D)
3M	GULFSTREAM INT'L AIRLINES INC. (3M)
4B	OLSON AIR SERVICE (4B)
4E	TANANA AIR SERVICE (4E)
4Q	TRANS NORTH AVIATION, LTD (4Q)
4R	RAVEN AIR (4R)
4X	L'EXPRESS (4X)
4Y	YUTE AIR ALASKA, INC. (4Y)
5A	ALPINE AVIATION, INC. (5A)
5B	BELLAIR, INC. (5B)
5C	CONQUEST AIRLINES (5C)
5E	HUB EXPRESS (5E)
5K	KENMORE AIR HARBOR, INC. (5K)
5N	NORTHCOAST EXECUTIVE AIRLINES (5N)
5U	SKAGWAY AIR SERVICE (5U)
5W	AIR SAN JUAN CHARTAIR, INC. (5W)
6A	PANAMA AIRWAYS (6A)
6C	CAPE SMYTHE AIR SERVICE, INC. (6C)
6D	ALASKA ISLAND AIR, INC. (6D)
6G	LAS VEGAS AIRLINES (6G)
6M	40-MILE AIR, LTD. (6M)
6Q	BARROW AIR, INC. (6Q)
6S	KETCHIKAN AIR SERVICES (6S)
6V	AIR VEGAS (6V)
7A	HAINES AIRWAYS INC. (7A)
7D	TRUMP AIR
7G	GULFSTREAM AIRLINES, INC. (7G)
7K	LARRY'S FLYING SERVICE, INC. (7K)
7L	LAKE UNION AIR SERVICE (7L)
7V	ALPHA AIR (7V)
8B	BAKER AVIATION, INC. (8B)
8E	BERING AIR INC. (8E)
8F	WILBUR'S INC. (8F)
8G	GP EXPRESS AIRLINES, INC. (8G)
8H	HARBOR AIR SERVICE (8H)
8L	SERVICIO AEREO LEO LOPEZ (8L)
8M	SKYMASTER (8M)
8N	NASHVILLE EAGLE INC. (8N)
8R	WRA, INC. (8R)
8V	WRIGHT AIR SERVICES, INC. (8V)
9K	CAPE AIR (9K)
9Q	TAQUAN AIR SERVICE (9Q)
9Y	YUTANA AIRLINES (9Y)
AD	EXEC EXPRESS, INC. (AD)
BK	CHALK'S PARADISE ISLAND AIRWAYS (BK)
CH	BEMIDJI AIRLINES (CH)
DF	AERO COACH AVIATION INTERNATIONAL, INC. (DF)
DV	NANTUCKET AIRLINES (DV)
EJ	NEW ENGLAND AIRLINES, INC. (EJ)
EM	EMPIRE AIRLINES (EM)
FX	EXPRESS AIR INC. (FX)
GQ	BIG SKY AIRLINES (GQ)
HD	NEW YORK HELICOPTER CORPORATION (HD)
HG	HARBOR AIRLINES, INC. (HG)
HI	PAPILLION AIRWAYS (HI)
HO	AIRWAYS INTERNATIONAL, INC. (HO)
IN	EAST HAMPTON AIR, INC. (IN)
IU	HELITRANS AIR SERVICE (IU)
JF	L.A.B. FLYING SERVICE INC. (JF)
JI	JET EXPRESS (JI)
KN	TEMSCO AIRLINES (KN)
KS	PENINSULA AIRWAYS, INC. (KS)
LS	ILIAMNA AIR TAXI, INC. (LS)
LW	AIR NEVADA (LW)
OT	EVERGREEN ALASKA (OT)
PQ	PACIFIC COAST AIRLINES (PQ)
PV	PANORAMA AIR (PV)
QD	GRAND AIRWAYS (QD)
QQ	DRUMMOND ISLAND AIR (QQ)
RV	REEVE ALEUTIAN AIRWAYS, INC. (RV)
SE	WINGS OF ALASKA (SE)
SX	CHRISTMAN AIR SYSTEM (SX)
UE	AIR LA (UE)
UJ	AIR SEDONA (UJ)
UO	DIRECT AIR, INC. (UO)
UZ	AIR RESORTS AIRLINES (UZ)
VL	SUN PACIFIC AIRLINES (VL)
WP	ALOHA ISLANDAIR (WP)
WQ	WINGS AIRWAYS (WQ)
WS	WESTATES AIRLINES (WS)
WV	MIDWEST AVIATION (WV)
XE	SOUTH CENTRAL AIR, INC. (XE)
XQ	ACTION AIRLINES (XQ)
XW	WALKER'S INTERNATIONAL (XW)
XY	RYAN AIR, INC. (XY)
YI	AIR SUNSHINE INC. (YI)
YL	LONG ISLAND AIRLINES (YL)
YR	SCENIC AIRLINES, INC. (YR)
YV	MESA AIRLINES (YV)
ZD	ROSS AVIATION, INC. (ZD)
ZK	GREAT LAKES AVIATION, LTD. (ZK)
ZO	MOHAWK AIRLINES (ZO)

MAJOR AIR CARRIERS

AA	AMERICAN
CO	CONTINENTAL
DL	DELTA
EA	EASTERN
HP	AMERICA WEST
NW	NORTHWEST
PA	PAN AMERICAN
TW	TRANS WORLD
UA	UNITED
US	USAIR
WN	SOUTHWEST

OTHER CERTIFICATED AIR CARRIERS

AQ	ALOHA AIRLINES, INC. (AQ)
AS	ALASKA
BF	MARKAIR INC. (BF)
FF	TOWER AIR, INC. (FF)
HA	HAWAIIAN AIR LINES
MG	MGM GRAND AIR (MG)
ML	MIDWAY
TB	TRUMP SHUTTLE
TZ	AMERICAN TRANS AIR (TZ)
YX	MIDWEST EXPRESS

AMERICAN EAGLE

AA1	METROFLIGHT AIRLINES (FY)
AA2	SIMMONS AIRLINES (MQ)
AA3	NASHVILLE EAGLE INC. (8N)
AA4	COMMAND AIRWAYS, INC. (DD)
AA5	WINGS WEST AIRLINES, INC. (RM)
AA6	EXECUTIVE AIR CHARTER (NA)

ALOHA COMMUTER

AQ1	ALOHA ISLANDAIR (WP)

ALASKA AIRLINES COMMUTER SERVICE

AS1	HORIZON AIR (QX)
AS2	MARKAIR INC. (BF)
AS3	L.A.B. FLYING SERVICE INC. (JF)
AS4	TEMSCO AIRLINES (KN)
AS5	BERING AIR INC. (8E)
AS6	ERA AVIATION (7H)

MARKAIR EXPRESS

BF1	HERMANS/MARKAIR EXPRESS AIR (2E)

CONTINENTAL EXPRESS

CO1	SOUTHERN JERSEY AIRWAYS, INC. (6J)
CO2	EAST HAMPTON AIR, INC. (IN)
CO3	ROCKY MOUNTAIN AIRWAYS, INC. (JC)
CO4	BRITT AIRWAYS (RU)
CO5	BAR HARBOR AIRLINES (QO)

DELTA CONNECTION

DL1	ATLANTIC SOUTHEAST AIRLINES (EV)
DL2	COMAIR (OH)
DL3	BUSINESS EXPRESS (HQ)
DL4	SKY WEST AIRLINES (OO)

EASTERN EXPRESS

EA1	BAR HARBOR AIRLINES (QO)
EA2	METRO AIRLINES (HY)

MIDWAY CONNECTIONS

ML1	MIDWAY COMMUTER (ML)

MIDWEST EXPRESS CONNECTION

YX1	SKYWAY AIRLINES (YX)

NORTHWEST AIRLINK

NW1	EXPRESS AIRLINES I, INC. (9E)
NW2	PRECISION AIRLINES (RP)
NW3	MESABA (XJ)
NW4	NORTHEAST EXPRESS (2V)
NW5	HORIZON AIR (QX)

PAN AM EXPRESS

PA1	RANSOME (RZ)

REEVE ALUETIAN AIRWAYS

RV1	PENINSULA AIRWAYS, INC. (KS)

TRANS WORLD EXPRESS

TW1	TRANSTATES AIRLINES (9N)
TW2	JET EXPRESS (JI)
TW3	METRO NORTHEAST (SS)

UNITED EXPRESS

UA1	ATLANTIC COAST (UA)
UA2	MESA AIRLINES (YV)
UA3	AIR WISCONSIN (ZW)
UA4	WESTAIR (OE)
UA5	ASPEN AIRWAYS, INC. (AP)
UA6	NPA INC. (NO)

USAIR EXPRESS

US0	AIR MIDWEST (ZV)
US1	HENSON (US)
US2	CHAUTAUQUA (US)
US3	CROWN (US)
US4	PENNSYLVANIA (US)
US5	JETSTREAM INTERNATIONAL (TF)
US6	CC AIR (ED)
US7	COMMUTAIR (US)
US8	ALLEGHENY COMMUTER (US)
US9	STATESWEST AIRLINES INC. (YW)

Passenger Service in North America

ALABAMA

ANNISTON	DL1		
BIRMINGHAM	DL2	AA	
	TW1	DL	
	UA3	EA	
		NW	
		UA	
		US	
		WN	
DOTHAN	DL1		
	EA2		
	NW1		
FLORENCE	DL1		
	NW1		
GADSDEN	DL1		
HUNTSVILLE	DL1	AA	
	DL2	DL	
	EA2	EA	
	UA3	NW	
	US1	UA	
MOBILE	CO4	AA	
	EA2	CO	
		DL	
		EA	
		NW	
MONTGOMERY	AA3	DL	
	DL1		
	EA2		
	NW1		
TUSCALOOSA	AA3		
	DL1		

ALASKA

ADAK ISLAND	RV		
AKHIOK	BF1		
	KS		
AKIACHAK	3C		
	4Y		
	BF1		
AKIAK	3C		
	4Y		
	BF1		
AKUTAN	BF1		
	KS		
ALAKANUK	BF1		
	XY		
ALEKNAGIK	4Y		
	BF1		
	KS		
ALITAK	BF1		
	KS		
ALLAKAKET	2F		
	7K		
	8V		
AMBLER	6C		
	8B		
	AS5		
	XY		
AMOOK	BF1		
ANAKTUVUK PASS	2F		
	7K		
	8V		
ANCHORAGE	4R		AS
	8F	CO	BF
	8H	DL	
	AS2	NW	
	AS6	UA	
	BF1		
	KS		
	RV		
	XE		
ANGOON	5B		
	JF		
	SE		
ANIAK	BF1		BF
	XY		
ANVIK	8F		
	BF1		
	XY		
ARCTIC VILLAGE	8V		
ATMAUTLUAK	3C		
	4Y		
	BF1		
ATQASUK	6C		
	6Q		
BARROW	6C	BF	
	6Q		
BARTER ISLAND	2F		
	6C		
BEAVER	2F		
	7K		
BETHEL	3C	AS	
	4Y	BF	
	AS6		
	BF1		
BETTLES	2F		
	7K		
	8V		
BIG DELTA	6M		
BIRCH CREEK	8V		
BOUNDARY	6M		
BUCKLAND	6C		
	8B		
	AS5		
	XY		
CENTRAL	6M		
CHALKYITSIK	6M		
	7K		
CHEFORNAK	3C		
	4Y		
	AS6		
	BF1		
CHEVAK	3C		
	4Y		
	AS6		
	BF1		
CHICKEN	6M		
CHIGNIK	BF1		
Chignik-C/R	KS		
Fisheries-C/R	RV1		
Lagoon-C/R			
CHISANA	6M		
CHUATHBALUK	BF1		
CIRCLE	6M		
CLARKS POINT	4Y		
	BF1		
	KS		
COFFMAN COVE	6S		
	AS4		
COLD BAY	BF1	BF	
	KS		
	RV		
	RV1		
CORDOVA	8F	AS	
COUNCIL	AS5		
CRAIG	6S		
	AS4		
CROOKED CREEK	BF1		
DEERING	6C		
	8B		
	AS5		
	XY		
DILLINGHAM	4Y		
	AS2		
	BF1		
	KS		
DIOMEDE ISLAND	OT		
DOLOMI	6S		
	9Q		
DORA BAY	9Q		
DUTCH HARBOR	AS2	BF	
	BF1		
	KS		
EAGLE	6M		
EDNA BAY	6S		
EEK	3C		
	4Y		
	AS6		
	BF1		
EGEGIK	BF1		
	KS		
EKUK	BF1		
	KS		
EKWOK	4Y		
	BF1		
	KS		
ELFIN COVE	SE		
ELIM	4B		
	6C		
	AS5		
	XY		
EMMONAK	BF1		
	XY		
EXCURSION	AS3		
FAIRBANKS	2F	DL	AS
	4E	UA	BF
	6M		
	7K		
	8V		
	9Y		
FALSE PASS	BF1		
	RV1		
FIRE COVE	6S		
FLAT	BF1		
FORT YUKON	2F		
	4E		
	6M		
	7K		
	8V		
	9Y		
FRESH WATER BAY	5B		
GALENA	2F		BF
	4E		
	6M		
	7K		
	9Y		
	BF1		
GAMBELL	6C		
	AS5		
	XY		
GOLOVIN	4B		
	6C		
	AS5		
	XY		
GOODNEWS BAY	4Y		
	AS6		
	BF1		
GRAYLING	BF1		
	XY		
GUSTAVUS	AS3		
	SE		
HAINES	7A		
	AS3		
	SE		
HOLLIS	6S		
	9Q		
HOLY CROSS	8F		
	BF1		
	XY		
HOMER	4R		
	AS6		
	BF1		
	XE		
HOONAH	AS3		
	SE		
HOOPER BAY	3C		
	4Y		
	AS6		
	BF1		
HUGHES	6M		
	BF1		
HUSLIA	4E		
	6M		
	7K		
	BF1		
HYDABURG	6S		
	AS4		
IGIUGIG	BF1		
	KS		
ILIAMNA	AS6		
	LS		
IVANOF BAY	RV1		
JUNEAU	5U	DL	AS
	7A		
	AS3		
	JF		
	SE		
KAKE	5B		
	6D		
	6S		
	JF		
	SE		
KAKHONAK	LS		
KALSKAG	BF1		
	XY		
KALTAG	2F		
	4E		
	7K		
	9Y		
	BF1		
KARLUK	BF1		
	KS		
KASAAN	6S		
	9Q		
KASIGLUK	3C		
	4Y		
	BF1		
KENAI	AS6		
	BF1		
	XE		
KETCHIKAN	6S		AS
	9Q		
	AS4		
	KN		
KIANA	6C		
	8B		
	AS5		
	XY		
KING COVE	BF1		
	RV1		
KING SALMON	AS2		
	BF1		
	KS		
KIPNUK	3C		
	4Y		
	AS6		
	BF1		
KITOI BAY	BF1		
KIVALINA	6C		
	8B		
	AS5		
	XY		
KLAWOCK	6S		
	AS4		
KOBUK	6C		
	8B		
	AS5		
	XY		
KODIAK	AS2		
	BF1		
	KS		
KOLIGANEK	4Y		
	BF1		
	KS		
KONGIGANAK	3C		
	4Y		
	AS6		
	BF1		
KOTLIK	BF1		
	XY		
KOTZEBUE	2F		AS
	6C		
	8B		
	8E		
	AS5		
	XY		
KOYUK	6C		
	AS5		
	BF1		
	XY		
KOYUKUK	2F		
	4E		
	7K		
	9Y		
	BF1		
KWETHLUK	3C		

Passenger Service in North America

	4Y BF1		
KWIGILLINGOK	3C 4Y AS6 BF1		
LABOUCHERE BAY	6S		
LAKE MINCHUMINA	4E		
LARSEN BAY	BF1 KS		
LEVELOCK	BF1 KS		
LIME VILLAGE	BF1		
LITTLE PORT WALKER	5B		
LONG ISLAND	6S 9Q AS4		
MANLEY HOT SPRINGS	4E		
MANOKOTAK	4Y BF1 KS		
MARSHALL	4Y BF1		
MCGRATH	8F BF1		BF
MEKORYUK	AS6		
METLAKATLA	9Q AS4		
MEYERS CHUCK	6S		
MINTO	4E		
MOSER BAY	BF1		
MOUNTAIN VILLAGE	BF1 XY		
NAKNEK	KS		
NAPAKIAK	3C 4Y BF1		
NAPASKIAK	3C 4Y BF1		
NAUKITI	6S		
NELSON LAGOON	BF1 KS		
NEW STUYAHOK	4Y BF1 KS		
NEWTOK	3C 4Y AS6 BF1		
NICHIN COVE	6S		
NIGHTMUTE	3C 4Y AS6 BF1		
NIKOLAI	BF1		
NOATAK	6C 8B AS5 XY		
NOME	4B 6C 8E AS5 OT XY		AS
NONDALTON	LS		
NOORVIK	6C 8B AS5 XY		
NUIQSUT	6C		
NULATO	2F 4E 7K 9Y BF1		
NUNAPITCHUK	3C 4Y BF1		
OLD HARBOR	BF1 KS		
OLGA BAY	BF1		
OUZINKIE	BF1 KS		
PARKS	BF1		
PEDRO BAY	LS		
PELICAN	5B SE		
PERRYVILLE	BF1 RV1		
PETERSBURG	6D 6S KN SE		AS
PILOT POINT	BF1		
Pilot Point-C/R			
Ugashik Bay-C/R	KS		
PILOT STATION	BF1 XY		
PLATINUM	4Y AS6 BF1		
POINT BAKER	6S		
POINT HOPE	6C 8B 8E AS5 XY		
POINT LAY	6C 6Q		
POLY INLET	6S 9Q		
PORT ALEXANDER	5B		
PORT ALICE	6S		
PORT ALSWORTH	LS		
PORT ARMSTRONG	5B		
PORT BAILEY	BF1 KS		
PORT CLARENCE	AS5 XY		
PORT GRAHAM	4R		
PORT HEIDEN	BF1 RV RV1		BF
PORT LIONS	BF1 KS		
PORT MOLLER	BF1 KS		
PORT PROTECTION	6S		
PORT WILLIAMS	BF1		
PORTAGE CREEK	BF1		
PRUDHOE BAY/ DEAD HORSE	6C		AS BF
QUEEN	KS		
QUINHAGAK	3C 4Y AS6 BF1		
RAMPART	4E		
RED DEVIL	BF1		
ROWAN BAY	5B 6D		
RUBY	4E 7K 9Y BF1		
RUSSIAN MISSION	4Y BF1 XY		
SAINT GEORGE ISLAND	KS		
SAINT MARY'S	BF1 XY		BF
SAINT MICHAEL	6C 8E AS5 BF1 XY		
SAINT PAUL ISLAND	KS RV		
SAND POINT	BF1		BF
	RV		
SAVOONGA	6C AS5 XY		
SCAMMON BAY	3C 4Y AS6 BF1		
SEAL BAY	BF1		
SELAWIK	6C 8B AS5 XY		
SELDOVIA	4R		
SEWARD	8H		
SHAGELUK	BF1 XY		
SHAKTOOLIK	6C BF1 XY		
SHELDONS POINT	BF1 XY		
SHEMYA	RV		
SHISHMAREF	6C AS5 XY		
SHUNGNAK	6C 8B AS5 XY		
SITKA	5B		AS
SKAGWAY	5U AS3 SE		
SLEETMUTE	BF1		
SMITH COVE	6S 9Q		
SOUTH NAKNEK	BF1 KS		
STEBBINS	6C 8E AS5 BF1 XY		
STEVENS VILLAGE	2F 7K		
STONY RIVER	BF1		
TAKOTNA	BF1		
TANANA	4E 7K 9Y		
TATALINA	BF1		
TELLER	4B 6C AS5 XY		
TELLER MISSION	4B 6C AS5 XY		
TENAKEE	5B SE		
TERROR BAY	BF1		
TETLIN	6M		
THORNE BAY	6S AS4		
TIN CITY	AS5 XY		
TOGIAK	4Y BF1 KS		
TOK	6M		
TOKEEN	6S		
TOKSOOK BAY	3C 4Y AS6 BF1		
TULUKSAK	4Y BF1		
TUNTUTULIAK	3C 4Y AS6		
	BF1		
TUNUNAK	3C 4Y AS6 BF1		
TWIN HILLS	BF1 KS		
UGANIK	BF1 KS		
UNALAKLEET	6C 8E BF1 XY		BF
UTOPIA CREEK	6M		
VALDEZ	AS6		BF
VENETIE	7K 8V		
WAINWRIGHT	6C 6Q		
WALES	4B 6C AS5 XY		
WEST POINT	BF1		
WHALE PASS	6S		
WHITE MOUNTAIN	4B 6C AS5 XY		
WRANGELL	6S KN		AS
YAKUTAT			AS
ZACHAR BAY	BF1		

ARIZONA

BULLHEAD CITY	US9 YV		
FLAGSTAFF	DL4	HP	
FORT HUACHUCA/ SIERRA VISTA	US9 YV		
GRAND CANYON	6G	HP	
National Park-C/R, M	6V		
Heliport-C/R	7V HI LW QD UE YR		
HAVASUPAI	HI		
KINGMAN	YV		
LAKE HAVASU	US9 YV		
PAGE	DL4		
PHOENIX	DL4 UJ US9 YV	AA CO DL EA HP NW TW UA US WN	AS ML
PRESCOTT	YV		
SEDONA	UJ		
TUCSON	US9 UZ	AA CO DL HP NW TW UA US	AS
YUMA	DL4	HP	

ARKANSAS

CAMDEN	AD		
EL DORADO	AD		

Key
C/R Commuter/Regional Air Carriers
M Major Air Carriers
O Other Air Carriers

FAYETTEVILLE	AA1 DL1 NW1 TW1 US0		
FORT SMITH	AA1 DL1 NW1 TW1		
HARRISON	AD		
HOT SPRINGS	AD		
JONESBORO	AD		
LITTLE ROCK	AA1 US0	AA DL NW TW UA US WN	
MOUNTAIN HOME	AD		
TEXARKANA	AA1 DL1		

CALIFORNIA

ARCATA/EUREKA	AA5 UA4		
BAKERSFIELD	AA5 DL4 UA4 US9	AA HP	
BISHOP	7V		
BURBANK	7V DL4 UA4 US9	AA DL HP UA US WN	AS
CALEXICO	VL		
CARLSBAD	QD		
CATALINA ISLAND Avalon Bay-C/R Airport in the Sky-C/R	IU PQ		
CHICO	AA5 UA4		
CONCORD		US	
CRESCENT CITY	UA4		
FRESNO	AA5 DL4 UA4 US9	AA DL HP UA US	
IMPERIAL	DL4		
INYOKERN	AA5 DL4		
LAKE TAHOE	AA5	AA	
LONG BEACH	UA4 VL	AA DL HP UA	AS
LOS ANGELES	7V AA5 DL4 IU PA1 PQ QD UA4 UA5 UE US9	AA CO DL EA HP NW PA TW UA US WN	AS HA MG ML YX
MAMMOTH LAKES	7V		
MERCED	UA4		
MODESTO	AA5 UA4		
MONTEREY	AA5 DL4 UA4 US9	UA	
OAKLAND	UA4	AA DL HP UA US WN	AS
ONTARIO	DL4 UA4	AA CO DL HP NW TW UA US WN	AS
ORANGE COUNTY	7V AA5 DL4 IU UA4 US9	AA CO DL HP NW TW UA US	AS ML
OXNARD/VENTURA	AA5 UA4		
PALM SPRINGS Palm Springs-C/R, M, O Bermuda Dunes-C/R	AA5 DL4 UA4 UE	AA DL HP TW US	AS UA
PALMDALE	DL4	HP	
REDDING	AA5 UA4		
SACRAMENTO	AA5 DL4 UA4 US9	AA CO DL HP NW UA US	
SAN DIEGO Brown-C/R Lindbergh-C/R, M, O	AA5 DL4 PA1 UA4 US9 UZ VL	AA CO DL HP NW TW UA US WN	AS YX
SAN FRANCISCO	AA5 UA4 US9	AA CO DL EA HP NW PA TW UA US WN	AS HA TZ YX
SAN JOSE	AA5 DL4 UA4	AA CO DL HP NW TW UA US	AS
SAN LUIS OBISPO	AA5 DL4 UA4		
SAN PEDRO	IU		
SANTA BARBARA	AA5 DL4 UA4 US9	AA HP UA	
SANTA MARIA	AA5 DL4 UA4		
SANTA ROSA	AA5 UA4		
STOCKTON	AA5 UA4 US9		
VISALIA	AA5		

COLORADO

ALAMOSA	CO3 UA2		
ASPEN	CO3 UA5		
COLORADO SPRINGS	CO3 YV	AA CO DL HP TW UA	
CORTEZ	UA2		
DENVER	8G CO3 UA2 UA5 US0 YV	AA CO DL EA HP NW PA TW UA US	ML YX
DURANGO	CO3 UA2 YV	HP	
FORT COLLINS	CO3		
GRAND JUNCTION	CO3 DL4 UA2	CO HP	
GUNNISON	CO3 UA2	AA CO DL	
LAMAR	US0		
MONTROSE	CO3 UA2		
PUEBLO	CO3 UA2	HP TW	
STEAMBOAT SPRINGS Hayden-C/R, M Steamboat Springs-C/R	CO3	AA UA2 HP NW	CO
TELLURIDE	CO3 DL4 UA2 YV		
VAIL		AA HP	

CONNECTICUT

BRIDGEPORT	CO5 DL3 US4		
HARTFORD/ SPRINGFIELD	7G AA4 CO5 DL3 NW4 PA1 TW3 ZO	AA CO DL EA NW TW UA US	ML
NEW HAVEN	CO5 NW4 US1 US4 US8		
NEW LONDON/ GROTON	CO5 IN US1 US4 XQ		

DELAWARE

WILMINGTON	IN		

DIST. OF COLUMBIA

WASHINGTON	AA4 CO5 DL3 PA1 TW2 TW3 UA1 UA3 US1 US4 US8 WQ	AA CO DL EA HP NW PA TW UA US	ML TB YX

FLORIDA

DAYTONA BEACH	DL1 DL2 PA1	AA CO DL EA US	
FORT LAUDERDALE	BK DF DL2 EA1 HO US1 XW YI	AA CO DL EA NW PA TW UA US	ML YX
FORT MYERS	AA3 EA1 PA1	AA CO DL EA NW TW UA US	ML TZ
FORT PIERCE	DF		
FORT WALTON	DL1 EA2	NW	
GAINESVILLE	DL1 DL2 US2	EA US	
JACKSONVILLE	AA3 DL2 EA1 US1	AA CO DL EA PA TW UA US	
KEY WEST	AA3 DL2 EA1 HO PA1	US	
MARATHON	AA3 EA1 HO YI		
MELBOURNE	AA3 DL2 PA1	AA CO DL EA US	
MIAMI International-C/R, M, O Seaplane-C/R	3M AA3 BK DF DL2 EA1 HO PA1	AA CO DL EA NW PA TW UA US	FF ML
NAPLES	AA3 DL2		

Passenger Service in North America

	EA1 PA1 US1		
OCEAN REEF	HO		
ORLANDO	6A DL2 EA1 US1 US2	AA CO DL EA NW PA TW UA US	ML TZ
PANAMA CITY	6A DL1 EA2		
PENSACOLA	AA3 DL2 NW1 US1	CO DL EA US	
SARASOTA/ BRADENTON	AA3 EA1 PA1 YI	AA CO DL EA NW TW UA US	ML
TALLAHASSEE	AA3 DL1 DL2 EA1 US1	DL EA US	
TAMPA	6A DL2 EA1 US1 US2	AA CO DL EA NW PA TW UA US	ML YX
VERO BEACH	US2		
WEST PALM BEACH	AA3 BK DF DL2 EA1 PA1 US1	AA CO DL EA NW TW UA US	ML TZ

GEORGIA

ALBANY	DL1 EA2		
ATHENS	US6		
ATLANTA	DL1 EA2	AA CO DL EA NW PA TW UA US	ML YX
AUGUSTA	DL1 EA2 US6	DL US	
BRUNSWICK	DL1 US6		
COLUMBUS	AA3 DL1 EA2 NW1	DL	
MACON	DL1 EA2 US6		
SAVANNAH	EA2	AA DL EA UA US	
VALDOSTA	DL1		

HANA	AQ1		
HILO			AQ HA
HONOLULU	AQ1 PV WP	AA CO DL HP NW PA TW UA	AQ HA TZ
HOOLEHUA	AQ1 PV		HA
KAHULUI	AQ1 WP	AA DL UA	AQ HA TZ
KALAUPAPA	AQ1		
KAMUELA	AQ1		
KAPOLUA	AQ1	HA	
KAUAI Princeville-C/R Lihue-M, O	AQ1	UA	AQ HA
KONA		UA	AQ HA
LANAI CITY	AQ1		HA

BOISE	AS1 DL4 EM NW5 UA6	DL HP UA	AS
COEUR D'ALENE	EM		
IDAHO FALLS	AS1 DL4		DL
LEWISTON	AS1 EM NW5		
POCATELLO	AS1 DL4		
SUN VALLEY	AS1 DL4 NW5		
TWIN FALLS	AS1 DL4		

ILLINOIS

BLOOMINGTON-NORMAL	AA2 ML1 TW1 YX1		
CHAMPAIGN	AA2 ML1 TW1 UA3	US	
CHICAGO Meigs-C/R Midway-C/R, M, O O'Hare-C/R, M Palwaukee-C/R	4Q 5N AA2 CO2 DL2 ML1 TW1 UA3 UA5 US5 ZK	AA CO DL EA HP NW PA TW UA US WN	ML
DECATUR	AA2 TW1 US5		
MARION	TW1		
MATTOON	AA2		
MOLINE	AA2 ML1 NW3 TW1 UA3	HP TW UA	
PEORIA	AA2 ML1 NW1 TW1 UA3 US5 YX1	TW UA	
QUINCY	TW1 ZK		
ROCKFORD	AA2 ML1 NW1 YX1		
SPRINGFIELD	AA2 CO2 ML1 TW1		
STERLING	ZK		

INDIANA

BLOOMINGTON	AD		
EVANSVILLE	AA2 AA3 DL1 DL2 NW1 TW1 US5	US	
FORT WAYNE	AA2 AA3 DL2 ML1 UA3 UO US5	DL NW US	
GARY	UO		
INDIANAPOLIS	CO4 DL2 ML1 US5 YX1	AA CO DL EA NW PA TW UA US WN	TZ
KOKOMO	UO		
LAFAYETTE	AA2 US5		
MUNCIE	AD		
SOUTH BEND	AA2 AA3 CO4 DL2 ML1 TW1 UA3 US5	NW US	
TERRE HAUTE	AA2		

IOWA

BURLINGTON	AA2 TW1 ZK		
CEDAR RAPIDS	AA2 TW1 UA3 US0	HP NW TW UA	
DES MOINES	NW3 US0 YX1 ZK	AA HP NW TW UA	ML
DUBUQUE	AA2 NW1		
FORT DODGE	NW1 ZK		
MASON CITY	NW1 ZK		
OTTUMWA	ZK		
SIOUX CITY	NW1 TW1	HP TW UA	
SPENCER	ZK		
WATERLOO	AA2 NW1 TW1 ZK		

KANSAS

DODGE CITY	US0		
GARDEN CITY	US0		
GOODLAND	US0		
GREAT BEND	US0		
HAYS	US0		
LIBERAL	US0		
MANHATTAN	TW1 US0		
SALINA	TW1		
TOPEKA	TW1		
WICHITA	US0	AA CO DL HP NW TW UA US	

KENTUCKY

LEXINGTON	AA3 DL1 DL2 TW1 UA3 US1 US5	DL US	
LOUISVILLE	AA2 CO4 DL2 ML1 US5	AA CO DL EA NW TW UA US	
OWENSBORO	AA3 NW1		
PADUCAH	AA3 NW1 TW1		

LOUISIANA

ALEXANDRIA	4X AA1 CO4 DL1 NW1		
BATON ROUGE	4X CO4	AA CO DL NW	
LAFAYETTE	4X AA1 CO4 DL1	CO	
LAKE CHARLES	4X AA1 CO4		
MONROE	4X AA1 NW1	DL	
NEW ORLEANS	4X	AA	ML

Key
C/R Commuter/Regional Air Carriers
M Major Air Carriers
O Other Air Carriers

	C/R	M	O
	DL2	CO	
	NW1	DL	
		EA	
		NW	
		PA	
		TW	
		UA	
		US	
		WN	
SHREVEPORT	4X	AA	
	AA1	DL	
	CO4	NW	
	NW1		

MAINE

	C/R	M	O
AUGUSTA	NW4		
BANGOR	CO5	DL	
	DL3	UA	
	NW2		
	NW4		
BAR HARBOR	CO5		
PORTLAND	CO5	CO	
	DL3	DL	
	NW2	UA	
	NW4	US	
	US7		
PRESQUE ISLE	CO5		
	DL3		
	NW4		
ROCKLAND	CO5		

MARYLAND

	C/R	M	O
BALTIMORE	AA4	AA	
	CO5	CO	
	PA1	DL	
	US1	EA	
	US4	HP	
	US8	NW	
		TW	
		UA	
		US	
HAGERSTOWN	US2		
	US8		
SALISBURY	US1		
	US4		
	US8		

MASSACHUSETTS

	C/R	M	O
BEDFORD	ZO		
BOSTON	5E	AA	ML
City Heliport-C/R	8M	CO	TB
Logan Int'l-C/R,	9K	DL	YX
M, O	AA4	EA	
	CO5	HP	
	DL3	NW	
	NW2	PA	
	NW4	TW	
	PA1	UA	
	TW3	US	
	UA1		
	US7		
	US8		
	ZO		
BOXBOROUGH	5E		
BURLINGTON	5E		
CHICOPEE	7G		
HYANNIS	9K		
	CO5		
	DL3		
	DV		
	NW4		
MARTHA'S	3D		
VINEYARD		9K	
	CO5		
NANTUCKET	3D		
	CO5		
	DL3		
	DV		
	FX		
NEW BEDFORD	3D		
	FX		
PROVINCETOWN	9K		
WALTHAM	5E		
WORCESTER	CO5	US	

MICHIGAN

	C/R	M	O
ALPENA	ZK		
DETROIT	5N	AA	ML
City-C/R, M	CO4	CO	YX
Wayne County-	DL2	DL	
C/R, M, O	NW3	EA	
	QQ	NW	
	UO	PA	
	US5	TW	
	YX1	UA	
	ZK	US	
		WN	
DRUMMOND ISLAND	QQ		
ESCANABA	NW1		
	ZK		
FLINT	5N	US	
	AA2		
	CO4		
	NW3		
	YX1		
GAYLORD	QQ		
GRAND RAPIDS	CO4	AA	YX
	DL2	DL	
	ML1	NW	
	NW1	UA	
	US5	US	
	YX1		
HANCOCK	NW3		
	ZK		
IRON MOUNTAIN	ZK		
IRONWOOD	ZK		
KALAMAZOO	AA2	NW	
	CO4	US	
	DL2		
	ML1		
	NW3		
	UA3		
	YX1		
LANSING	AA2	NW	
	CO4	US	
	DL2		
	ML1		
	NW3		
	UA3		
	YX1		
MANISTEE	ZK		
MARQUETTE	AA2		
	NW3		
MENOMINEE	ZK		
MUSKEGON	AA2		
	ML1		
	NW3		
	YX1		
PELLSTON	NW3		
	ZK		
SAGINAW	CO4	NW	
	YX1	UA	
SAULT SAINTE	QQ		
MARIE	ZK		
Chippewa-C/R			
County-C/R			
TRAVERSE CITY	AA2	NW	
	ML1		
	NW3		
	ZK		

MINNESOTA

	C/R	M	O
BEMIDJI	CH		
	NW3		
BRAINERD	NW3		
DULUTH	NW1	NW	
FAIRMONT	ZK		
GRAND RAPIDS	NW3		
HIBBING/CHISHOLM	NW1		
INERNATIONAL	NW1		
FALLS			
MANKATO	CH		
MARSHALL	WV		
MINNEAPOLIS	CH	AA	ML
	NW1	CO	
	NW3	DL	
	WV	HP	
	ZK	NW	
		PA	
		TW	
		UA	
		US	
ROCHESTER		AA	
		NW	
THIEF RIVER FALLS	NW3		
WORTHINGTON	CH		

MISSISSIPPI

	C/R	M	O
COLUMBUS	AA3		
	DL1		
	NW1		
GREENVILLE	NW1		
GULFPORT	CO4	NW	
	EA2		
JACKSON	CO4	AA	
	NW1	DL	
		NW	
LAUREL	NW1		
MERIDIAN	AA3		
	DL1		
	NW1		
TUPELO	AA3		
	NW1		

MISSOURI

	C/R	M	O
CAPE GIRARDEAU	TW1		
COLUMBIA	TW1		
FORT LEONARD	TW1		
WOOD			
JOPLIN	NW1		
	TW1		
KANSAS CITY	8G	AA	ML
	US0	CO	YX
		DL	
		EA	
		HP	
		NW	
		PA	
		TW	
		UA	
		US	
		WN	
SAINT LOUIS	AA3	AA	ML
	AD	CO	
	DL2	DL	
	TW1	EA	
		NW	
		TW	
		UA	
		US	
		WN	
SPRINGFIELD	AA1	TW	
	NW1	UA	
	TW1		
	US0		

MONTANA

	C/R	M	O
BILLINGS	AS1	CO	
	DL4	DL	
	GQ	NW	
	NW5	UA	
BOZEMAN	AS1	CO	
	DL4	DL	
	NW5	NW	
BUTTE	AS1	DL	
	DL4		
	NW5		
GLASGOW	GQ		
GLENDIVE	GQ		
GREAT FALLS	AS1	DL	
	NW5	NW	
		UA	
HAVRE	GQ		
HELENA	AS1	DL	
	DL4		
	NW5		
KALISPELL	AS1	DL	
	NW5		
LEWISTOWN	GQ		
MILES CITY	GQ		
MISSOULA	AS1	CO	
	DL4	DL	
	NW5	NW	
SIDNEY	GQ		
WOLF POINT	GQ		

NEBRASKA

	C/R	M	O
ALLIANCE	8G		
CHADRON	8G		
GRAND ISLAND	8G		
	ZK		
HASTINGS	8G		
KEARNEY	8G		
LINCOLN	8G	HP	
	NW3	TW	
	TW1	UA	
	US0		
MCCOOK	8G		
NORFOLK	ZK		
NORTH PLATTE	8G		
	CO3		
OMAHA	8G	AA	ML
	NW3	CO	
	US0	DL	
	ZK	HP	
		NW	
		TW	
		UA	
SCOTTSBLUFF	8G		
	CO3		
SICNEY	8G		

NEVADA

	C/R	M	O
ELKO	DL4		
ELY	DL4		
LAS VEGAS	6G	AA	ML
Henderson-C/R	6V	CO	
McCarran Int'l-	DL4	DL	
C/R, M, O	LW	HP	
North Air	QD	NW	
Terminal-C/R	UE	TW	
	YR	UA	
		US	
		WN	
RENO	AA5	AA	
	DL4	CO	
	UA4	DL	
		HP	
		NW	
		UA	
		US	
		WN	

NEW HAMPSHIRE

	C/R	M	O
LACONIA	8M		
LEBANON	DL3		
	NW2		
	NW4		
MANCHESTER	AA4	CO	

Passenger Service in North America

	CO5 DL3 NW2 NW4	UA US	

NEW JERSEY

ATLANTIC CITY Pomona-C/R, M, O Bader-C/R Steel Pier Heliport-C/R	7D 7G CO1 JI TW2 TW3 US8 WS XQ	US	TB
NEWARK	CO1 CO5 HD NW2 NW4 US4 US7 ZO	AA CO DL EA HP NW PA TW UA US	YX
TRENTON	US4 US8		
WILDWOOD	WQ		

NEW MEXICO

ALAMOGORDO	YV		
ALBUQUERQUE	YV ZD	AA CO DL HP TW UA US WN	
CARLSBAD	YV		
CLOVIS	YV		
FARMINGTON	CO3 UA2 YV		
GALLUP	YV		
HOBBS	YV		
LAS CRUCES	YV		
LOS ALAMOS	ZD		
ROSWELL	YV		
SANTA FE	YV		
SILVER CITY	YV		
TAOS	YV		

NEW YORK

ALBANY	AA4 CO5 DL3 NW2 PA1 TW3 US7	AA DL EA NW UA US	
BINGHAMTON	CO5 TW3 UA1 US4 ZO	US	
BUFFALO	CO4 PA1 TW3 US2 ZO	AA CO DL EA NW UA US	
EAST HAMPTON	YL		
ELMIRA/CORNING	CO5 US4 US7 US8	US	
FARMINGDALE	JI		
FISHERS ISLAND	XQ		
GARDEN CITY	HD		
ISLIP	CO5 DL3 NW2 TW3 UA1 US1 US7 US8 ZO	AA EA US	
ITHACA	CO5 TW3 US4 US7 US8	US	
JAMESTOWN	US2		
MASSENA	TW3		
NEW YORK E. 60th St. Heliport-C/R W. 30th St. Heliport-C/R E. 34th St. Heliport-C/R LaGuardia-C/R, M, O Kennedy Int'l-C/R, M, O	7D AA4 CO5 DL3 HD IN NW2 PA1 TW2 TW3 US1 US4 US7 US8 YL ZO	AA CO DL EA HP NW PA TW UA US	FF MG ML TB YX
NEWBURGH	AA4 UA1	AA US	
OGDENSBURG	TW3		
PLATTSBURGH	TW3 US7		
POUGHKEEPSIE	TW3		
ROCHESTER	CO4 CO5 PA1 TW3 US7 YX1 ZO	AA CO DL NW UA US	
SARANAC LAKE	TW3		
SYRACUSE	CO4 DL3 PA1 TW3 UA1 US2 US7 ZO	AA CO DL NW TW UA US	
UTICA	ZO	US	
WATERTOWN	TW3		
WESTCHESTER COUNTY	DL3 TW3 UA1 US1 US4 US7 US8 ZO	NW UA	

NORTH CAROLINA

ASHEVILLE	AA3 DL1 DL2 EA2 UA1 US6	DL US	
CHARLOTTE	AA3 UA1 US1 US6	AA DL EA PA TW UA US	
FAYETTEVILLE	AA3 DL1	AA US	
GREENSBORO	8R AA3 DL2 UA3	AA CO DL EA UA US	
GREENVILLE	AA3 UA1 US6		
HICKORY	US6		
JACKSONVILLE	AA3 US1 US6	US	
KINSTON	US1 US6	US	
NEW BERN	AA3 UA1 US1		
RALEIGH/DURHAM	AA3 AA4 UA1 US6	AA DL EA PA TW UA US	
ROCKY MOUNT/ WILSON	US6		
WILMINGTON	AA3 DL1 US1 US6	US	
WINSTON-SALEM	US6		

NORTH DAKOTA

BISMARCK	GQ	CO DL NW	
DEVILS LAKE	NW3		
FARGO	NW3	NW UA	
GRAND FORKS	NW3	NW	
JAMESTOWN	NW3		
MINOT		CO NW	
WILLISTON	GQ		

OHIO

AKRON/CANTON	CO4 DL2 NW3 UA3 US2 US5	AA EA US	
CINCINNATI	AA3 DL2 NW3 US5	AA CO DL NW TW UA US	
CLEVELAND Burke Lakefront-C/R Hopkins Int'l-C/R, M, O	5N CO4 DL2 NW3 US5	AA CO DL EA NW PA TW UA US	ML
COLUMBUS	AA3 CO4 DL2 NW3 SX UA1 US5 YX1	AA CO DL EA NW TW UA US	ML
DAYTON Int'l-C/R, M Montgomery-C/R	5N AA3 DL2 NW3 US5	AA DL NW TW UA US	
TOLEDO	AA2 CO4 DL2 NW3 UA3 US5	DL US	
YOUNGSTOWN	UA3 US3		

OKLAHOMA

ENID	AD		
LAWTON	AA1 DL1		
OKLAHOMA CITY		AA CO DL NW TW UA WN	
PONCA CITY	AD		
TULSA		AA CO DL NW TW UA WN	

OREGON

EUGENE	AS1 NW5 UA6	AA UA	
KLAMATH FALLS	AA5 AS1 NW5		
MEDFORD	AS1 NW5 UA6	UA	
NORTH BEND	AS1 NW5		
PENDLETON	AS1 NW5		
PORTLAND	AS1 NW5 UA6	AA CO DL EA HP NW TW UA US	AS
REDMOND/BEND	AS1 NW5 UA4 UA6		
SALEM	AS1 NW5		

PENNSYLVANIA

ALLENTOWN/ BETHLEHEM	CO5 UA1 US4 US8	EA NW UA US	
ALTOONA	US4 US8		
BLUE BELL	WQ		
BRADFORD	US2		

Key
C/R Commuter/Regional Air Carriers
M Major Air Carriers
O Other Air Carriers

DUBOIS	US3		
ERIE	CO4 NW3 US1 US4 US5	US	
FRANKLIN	US3		
HARRISBURG	AA3 CO5 JA3 US4 US8	AA EA NW UA US	
JOHNSTOWN	US4		
LANCASTER	US8		
LATROBE	US3		
PHILADELPHIA	AA4 CO5 DL3 NW2 NW4 PA1 TW3 US1 US4 US8 WQ ZO	AA CO DL EA NW TW UA US	ML YX
PITTSBURGH	PA1 SX UA1 UO US2 US3 US4 US8	AA CO DL EA NW TW UA US	ML
READING	US8		
STATE COLLEGE	UA3 US4 US8		
WILKES-BARRE/ SCRANTON	CO5 UA1 US8	EA US	
WILLIAMSPORT	US4		

RHODE ISLAND

BLOCK ISLAND	EJ		
PROVIDENCE	AA4 CO5 DL3 NW2 NW4 PA1 TW3 US7 ZO	AA CO DL EA NW UA US	
WESTERLY	EJ		

SOUTH CAROLINA

CHARLESTON	UA1	AA DL EA UA US	
COLUMBIA	AA3 EA2 UA1 US6	AA CO DL EA UA US	
FLORENCE	AA3 US1		
GREENVILLE/ SPARTANBURG	AA3 DL1 DL2 UA1 US6	AA DL EA NW US	
HILTON HEAD ISLAND	EA2	US1	
MYRTLE BEACH	AA3 DL1 EA2	US	

SOUTH DAKOTA

ABERDEEN	8G NW3		
BROOKINGS	8G NW3		
HURON	8G NW3		
MITCHELL	8G NW3		
PIERRE	8G CO3 NW3		
RAPID CITY	CO3 UA2	DL NW UA	
SIOUX FALLS	8G NW3	DL NW TW UA	
SPEARFISH	8G		
WATERTOWN	NW3		
YANKTON	8G ZK		

TENNESSEE

CHATTANOOGA	DL2 EA2 NW1 US6	AA DL NW US	
JACKSON	NW1		
KNOXVILLE	AA3 DL2 EA2 TW1 UA1 US5 US6	DL NW UA US	
MEMPHIS	AD ML1 NW1 TW1	AA DL NW UA US	ML
NASHVILLE	8N AA3 DL2 US5	AA DL EA NW TW UA US WN	
TRI-CITY	8R AA3 DL1 DL2 EA2 US6	DL US	

TEXAS

ABILENE	5C AA1 DL1		
AMARILLO	AA1 CO3	AA DL WN	
AUSTIN	5C	AA CO DL HP NW TW UA US WN	
BEAUMONT/ PORT ARTHUR	5C AA1 CO4 DL1		
BROWNWOOD	AD		
COLLEGE STATION	AA1 CO4 DL1		
CORPUS CHRISTI	5C AA1 CO4	AA CO DL WN	
DALLAS/ FORT WORTH Love-M Int'l-C/R, M, O	AA1 AD DL1 YV	AA CO DL UA5 HP NW PA TW UA US WN	AS ML YX EA
EL PASO	8L	AA CO DL HP WN	
HARLINGEN		AA CO WN	
HOUSTON Ellington-C/R Hobby-C/R, M Intercontinental-C/R, M	5C CO4	AA CO DL EA HP NW PA TW UA US WN	
KILLEEN	AA1 DL1		
LAREDO	5C AA1 CO4		
LONGVIEW	AA1 DL1		
LUBBOCK	AA1 CO3	AA DL HP WN	
MCALLEN	5C	AA CO	
MIDLAND/ODESSA	AA1	AA HP WN	
NACOGDOCHES	5C		
PARIS	AD		
SAN ANGELO	5C AA1 CO4 DL1		
SAN ANTONIO	5C	AA CO DL HP NW TW UA US WN	
TYLER	5C AA1 DL1		
VICTORIA	CO4		
WACO	AA1 DL1		
WICHITA FALLS	AA1 DL1		

UTAH

CEDAR CITY	DL4		
MOAB	5A		
MOUNT PLEASANT	5A		
NEPHI	5A		
PRICE	5A		
PROVO	5A		
RICHFIELD	5A		
SAINT GEORGE	DL4		
SALINA	5A		
SALT LAKE CITY	5A AS1 DL4 NW5	AA CO DL HP NW PA TW UA	
VERNAL	DL4		

VERMONT

BURLINGTON	CO5 DL3 NW2 NW4 TW3 US7	CO UA US	

VIRGINIA

CHARLOTTESVILLE	TW2 UA3 US2 US8	US	
DANVILLE	US6		
LYNCHBURG	UA1 US1 US2		
NEWPORT NEWS	AA3 TW2 UA1 US1 US4 US8 WS	US	
NORFOLK	PA1 US1 WS	AA CO DL EA NW TW UA US	
RICHMOND	8R AA3 UA3 US1 WS	AA DL EA UA US	
ROANOKE	AA3 DL1 DL2 UA3 US1 US2 US5	EA US	
STAUNTON	UA1 US8		

WASHINGTON

ANACORTES	5W		
BELLINGHAM	5W AS1 NW5 UA6	US	AS
EASTSOUND	5W		
FRIDAY HARBOR	5K 5W		

Passenger Service in North America

	7L		
	HG		
KENMORE	5K		
LOPEZ ISLAND	5K		
	5W		
	7L		
MOSES LAKE	AS1		
	NW5		
OAK HARBOR	HG		
PASCO	AS1	DL	
	NW5		
	UA6		
PORT ANGELES	AS1		
	NW5		
PULLMAN/MOSCOW	AS1		
	NW5		
ROCHE HARBOR	5K		
	7L		
ROSARIO	5K		
	7L		
SEATTLE/TACOMA	5K	AA	AS
Sea/Tac-C/R, M, O	5W	CO	HA
Lake Union-C/R	7L	DL	
	AS1	EA	
	EM	HP	
	HG	NW	
	NW5	PA	
	UA6	TW	
		UA	
		US	
SPOKANE	AS1	CO	AS
	NW5	DL	
	UA6	NW	
		UA	
WALLA WALLA	AS1		
	NW5		
WENATCHEE	AS1		
	NW5		
	UA6		
WESTSOUND	7L		
YAKIMA	AS1		
	NW5		
	UA6		

WEST VIRGINIA

BECKLEY	US6		
BLUEFIELD	US6		
CHARLESTON	DL1	US	
	DL2		
	UA3		
	US1		
	US6		
CLARKSBURG	TW2		
	US3		
ELKINS	SX		
HUNTINGTON	DL2	US	
	US6		
LEWISBURG	US1		
	US2		
MORGANTOWN	TW2		
	US3		
PARKERSBURG/	IN		
MARIETTA	US3		

APPLETON	NW1		YX
	UA3		
	YX1		
EAGLE RIVER	4Q		
EAU CLAIR	NW1		
GREEN BAY	AA2	NW	
	ML1		
	NW1		
	UA3		
	YX1		
LA CROSSE	AA2	NW	
	UA3		
	YX1		
MADISON	AA2	NW	YX
	ML1	UA	
	TW1		
	UA3		
	YX1		
MILWAUKEE	AA2	AA	YX
	CO4	CO	
	DL2	DL	
	ML1	EA	
	NW1	NW	
	NW3	TW	
	UA3	UA	
	YX1	US	
MINOCQUA	4Q		
OSHKOSH	ML1		
	UA3		
RHINELANDER	NW1		
	ZK		
STURGEON BAY	4Q		
WAUSAU	AA2		
	NW3		
	UA3		
	YX1		

WYOMING

CASPER	CO3	DL	
	UA2		
CHEYENNE	CO3		
	UA2		
CODY	CO3		
	UA2		
GILLETTE	CO3		
	UA2		
JACKSON	CO3	AA	
	DL4	CO	
	UA2	DL	
LARAMIE	UA2		
RIVERTON	CO3		
	UA2		
ROCK SPRINGS	CO3		
SHERIDAN	CO3		
	UA2		
WORLAND	UA2		

MAYAGUEZ	AA6		
	EA2		
PONCE	AA6	EA	
SAN JUAN	AA6	AA	
	EA2	DL	
		EA	
		PA	
		TW	
		US	

VIRGIN ISLAND

SAINT CROIX	AA6	AA	ML
	EA2	CO	
		EA	
		PA	
SAINT THOMAS	AA6	AA	ML
	EA2	CO	
		EA	
		PA	

BAHAMAS

ANDROS TOWN	3M		
BIMINI	BK		
Int'l-C/R	DF		
North Seaplane-			
C/R			
CHUB CAY	HO		
FREEPORT	AA3	PA	ML
	DF		
	DL2		
	EA1		
	PA1		
	US1		
GEORGE TOWN	DF		
	HO		
GOVERNORS	3M		
HARBOUR		DF	
	EA1		
	HO		
	US1		
GREAT HARBOUR CAY	HO		
MARSH HARBOUR	AA3		
	DF		
	EA1		
	HO		
	US1		
NASSAU	BK	AA	ML
Int'l-C/R, M, O	DL2	DL	
Paradise Island-	EA1	EA	
C/R		PA	
		US	
NORTH ELEUTHERA	3M		
	DF		
	HO		
	US1		
ROCK SOUND	DF		
	EA1		
	HO		
SAN ANDROS	3M		
TREASURE CAY	AA3		
	DF		
	EA1		
	HO		
	US1		
WALKERS CAY	XW		

CANADA

CALGARY		AA	
		DL	
		HP	
		UA	
DAWSON CITY	6M		
EDMONTON		AA	
		DL	
		HP	
		NW	
HAMILTON	US2		
LONDON	DL2		
MONTREAL	DL3	AA	
		DL	—
		EA	
		NW	
		US	
OTTAWA		EA	
		US	
QUEBEC	NW2		
TORONTO	DL2	AA	
	DL3	EA	
		NW	
		UA	
		US	
VANCOUVER	7L	AA	
Coal Harbour-C/R	AS1	CO	
Int'l-C/R, M	NW5	DL	
		UA	
VICTORIA	7L		
Inner Harbour-C/R	AS1		
Int'l-C/R	NW5		
WINNIPEG		NW	

MEXICO

ACAPULCO		AA	
		CO	
		DL	
CANCUN		AA	
		CO	
		EA	
		NW	
		UA	
CHIHUAHUA	8L		
COZUMEL		AA	
		CO	
GUADALAJARA		AA	AS
		CO	
		DL	
IXTAPA/ZIHUATANEJO		DL	
MAZATLAN		DL	AS
MERIDA		CO	
MEXICO CITY		AA	
		CO	
		DL	
		PA	
		UA	
MONTERREY		AA	
		CO	
PUERTO VALLARTA		AA	AS
		CO	
		DL	
SAN FELIPE	VL		
SAN JOSE DEL CABO			AS
TIJUANA	UE		

CARIBBEAN

ANGUILLA	AA6		
ANTIGUA		AA	
		CO	
		PA	
ARUBA		AA	
		CO	
BARBADOS		AA	
		PA	
BEEF ISLAND	AA6		
	EA2		
BERMUDA		AA	
		CO	
		DL	
		PA	
		US	
CURACAO		AA	
FORT DE FRANCE	AA6		
GRAND CAYMAN		AA	
		NW	
		PA	
GRAND TURK		PA	
GRENADA		AA	
KINGSTON		AA	
		CO	
		PA	
LA ROMANA	AA6		
MONTEGO BAY		AA	
		CO	
		EA	
		NW	
		PA	
POINTE-A-PITRE	AA6		
PORT AU PRINCE		AA	
		PA	
PROVIDENCIALES		PA	
PUERTO PLATA	AA6	AA	
		CO	
		PA	
PUNTA CANA	AA6		
SAINT KITTS	AA6		
SAINT LUCIA	AA6	AA	
Vigie-C/R			
Hewanorra-M			
SAINT MAARTEN	EA2	AA	
		CO	
		PA	
SANTO DOMINGO	AA6	AA	
		CO	
		PA	
VIRGIN GORDA	AA6		
	EA2		

Essential Air Service

A key component of the Airline Deregulation Act of 1978 was the guarantee of essential air service (EAS) to small and medium size communities. The original essential air service program provided for a continuation of air transportation for 10 years to all cities certificated on the date of the Act's enactment into law, October 24, 1978.

The essential air service program was modified and extended by the Airport and Airway Safety and Capacity Expansion Act of 1987, enacted into law December 30, 1987. The new EAS program, effective October 1, 1988 through September 30, 1998, would permit new and/or enhanced service for many cities but require communities to be located 45 miles or more from the nearest hub airport to be eligible for service. Airline service would have to be provided two times per day six days per week, in aircraft with an effective capacity of 15 passengers or more unless passenger traffic has continually been less than 11 persons per flight or the community agrees to the usage of smaller aircraft. However, all aircraft must be twin engine, 2 pilot equipment and be pressurized if the flight regularly exceeds 8,000 feet. Additionally, compensation rules for carriers providing subsidized essential air service were modified.

On June 30, 1989, Public Law 101-45, the Dire Emergency Supplemental Appropriations Act of 1989, was enacted. This statute provided that, after September 30, 1989, no subsidy paid for any service to or from an EAS air service point in the contiguous United States could exceed $300 per passenger.

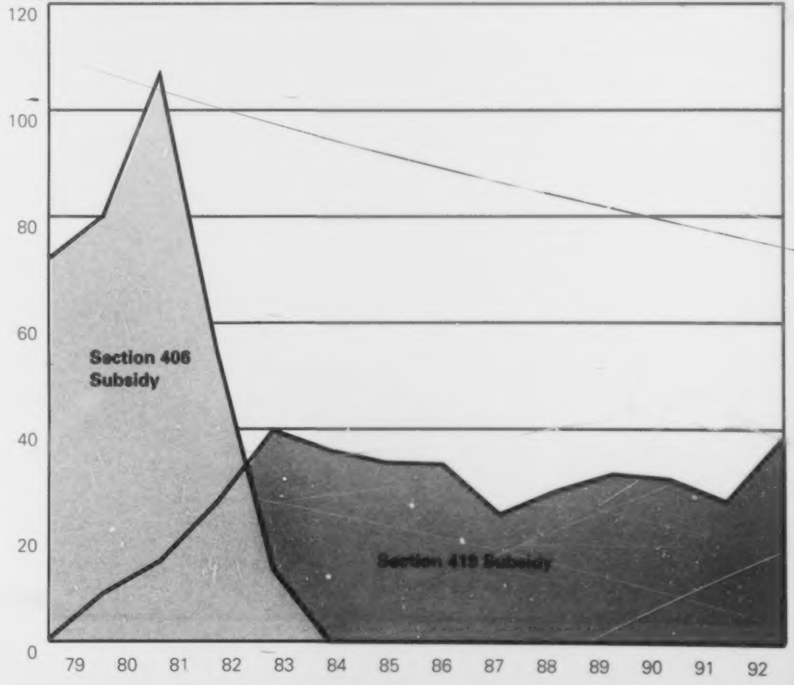
On December 19, 1989, the Department of Transportation further modified the EAS program, establishing more stringent eligibility criteria, which became effective January 1, 1990. A qualified community could not require a per-passenger subsidy exceeding $200. Additionally the community must be located 70 highway miles or more from the nearest medium or large hub airport, 55 highway miles or more from the nearest small hub airport or 45 highway miles or more from the nearest non-hub airport that enplanes 100 passengers or more per day. An exception to these criteria is made for some state capitals. Also excluded from the eligibility requirements are points in Alaska, Hawaii and the Pacific.

The Airport Safety and Capacity Expansion Act of 1990, enacted on November 5, 1990, contained several provisions related to the essential air service program. The Department of Transportation was given the authority to fund subsidized EAS service, in the amount of $38.6 million for fiscal years 1992-1998, from the Airport and Airway Trust Fund. Additionally, the Department of Transportation was prohibited from declaring any existing EAS point ineligible for federal subsidy on the basis of the amount of per-passenger subsidy.

Essential Air Service Subsidy Payments

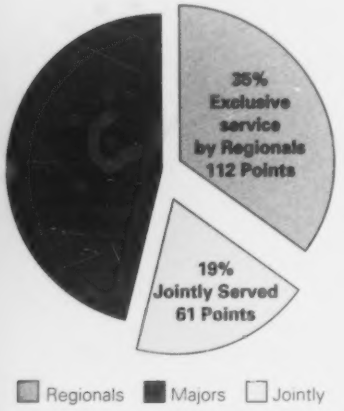
Year	Section 406 Subsidy (Million)	Section 419 Subsidy (Million)
1950	35.0	—
1977	82.2	—
1978	73.9	—
1979	72.1	0.5
1980	80.1	9.0
1981	106.7	15.0
1982	55.1	26.0
1983	13.5	39.8
1984	- 0 -	36.0
1985	- 0 -	33.7
1986	- 0 -	33.4
1987	- 0 -	24.0
1988	- 0 -	28.4
1989	- 0 -	31.6
1990	- 0 -	30.7
1991	- 0 -	26.6
1992	- 0 -	38.6 [1]

Note: 1 - Proposed by DOT.

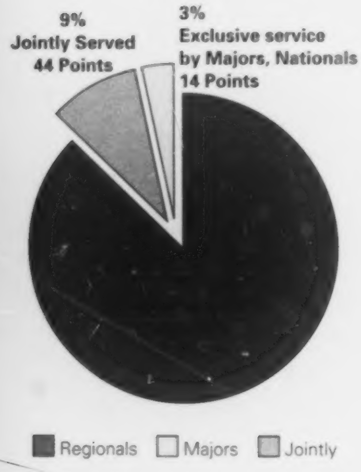


Summary of Essential Air Service by State

1978-322 Points



1991-505 Points



Regional Airlines serve 90% of all Essential Air Service Communities. 82% of EAS are served exclusively by Regionals Airlines.

Charts derived from table.
NOTE: 34 authorized EAS points are not currently receiving service.

	Essential Air Service Communities 1/		E.A.S. Service Exclusively by Regionals		E.A.S. Service Exclusively by Majors/Nationals		E.A.S. Service by Majors/Nationals and Regionals	
State	**1991**	**1978**	**1991**	**1978**	**1991**	**1978**	**1991**	**1978**
Alabama	5	5	5	0	0	5	0	0
Alaska	210	N/A	165	N/A	10	N/A	6	N/A
Arizona	6	6	3	3	0	0	3	3
Arkansas	7	7	7	2	0	3	0	2
California	20	21	18	6	0	10	2	5
Colorado	9	9	7	2	0	4	2	3
Connecticut	3	3	3	3	0	0	0	0
Florida	5	5	3	1	0	2	2	2
Georgia	7	8	5	2	0	6	2	0
Hawaii	4	3	3	3	0	0	1	0
Idaho	4	4	4	1	0	2	0	1
Illinois	10	12	10	3	0	4	0	5
Indiana	2	6	2	6	0	0	0	0
Iowa	6	6	6	1	0	4	0	1
Kansas	9	11	9	11	0	0	0	0
Kentucky	2	2	2	1	0	1	0	0
Louisiana	3	3	2	0	0	0	1	3
Maine	6	7	4	4	0	1	2	2
Maryland	2	3	2	3	0	0	0	0
Massachusetts	4	5	4	4	0	1	0	0
Michigan	14	17	12	1	0	16	2	0
Minnesotta	9	9	8	0	0	9	1	0
Mississippi	7	8	6	1	1	7	0	0
Missouri	6	6	5	1	0	2	1	3
Montana	8	9	7	1	0	8	0	0
Nebraska	9	11	9	1	0	8	0	2
Nevada	2	2	2	0	0	2	0	0
New Hampshire	4	4	3	3	0	0	1	1
New Jersey	2	3	2	3	0	0	0	0
New Mexico	9	9	9	1	0	6	0	2
New York	13	13	10	9	0	2	3	2
North Carolina	7	8	2	1	0	6	5	1
North Dakota	3	2	3	0	0	2	0	0
Ohio	2	3	1	1	0	2	1	0
Oklahoma	3	4	1	2	0	0	0	2
Oregon	5	6	4	0	0	0	1	6
Pennsylvania	11	10	9	7	1	3	0	0
South Carolina	3	3	1	0	0	2	2	1
South Dakota	7	7	7	0	0	7	0	0
Tennessee	1	1	1	0	0	0	0	1
Texas	14	16	12	8	2	5	0	3
Utah	3	3	3	2	0	1	0	0
Vermont	1	2	0	2	0	0	0	0
Virginia	7	6	4	0	0	6	3	0
Washington	6	7	6	5	0	0	0	2
W. Virginia	7	7	7	1	0	1	0	5
Wisconsin	8	10	6	2	0	6	2	2
Wyoming	8	8	7	2	0	5	1	1
Puerto Rico	2	2	2	2	0	0	0	0
Total	**505**	**322**	**413**	**112**	**14**	**149**	**44**	**61**

Note: *Several communities (are required to) receive seasonal-only service. In Alaska, many points are served either as flag stops or as on-demand points and therefore do not appear in printed schedules.*

Source: AvStat Associates for the Regional Airline Association.

Essential Air Service

Section 419 Compensation By Carrier and Community April 1991

State	E.A.S. Point(s)	Carrier	Annual Subsidy Rate (Dollars)
Alaska	Amook Bay	MarkAir Express	13,925
	Atka	MarkAir Express	36,106
	Cape Yakataga	Gulf Air Taxi	22,897
	Central	40-Mile Air	20,317
	Chatham	Ward Air	3,279
	Chisiana	40-Mile Air	14,832
	Circle	40-Mile Air	20,317
	Cordova	Alaska Airlines	252,763
	Elfin Cove	Wings of Alaska	11,048
	Funter Bay	Ward Air	3,279
	Gustavus	Alaska Airlines	252,763
	Icy Bay	Gulf Air taxi	22,897
	Kitoi Bay	MarkAir Express	13,926
	Lazy Bay	MarkAir Express	13,926
	May Creek	Gulkana Air Service	9,114
	McCarthy	Gulkana Air Service	9,114
	Moser Bay	MarkAir Express	13,925
	Nikolski	MarkAir Express	36,106
	Nyac	Ryan Air Service	7,068
	Olga Bay	MarkAir Express	13,925
	Parks/Uyak	MarkAir Express	13,925
	Petersburg	Alaska Airlines	252,763
	Port Bailey	MarkAir Express	13,925
	Port Williams	MarkAir Express	13,925
	Seal Bay	MarkAir Express	13,925
	Seward	Harbor Air Service	45,564
	St. George	MarkAir Express	92,089
	Terror Bay	MarkAir Express	13,925
	Uganik	MarkAir Express	13,925
	West Point	MarkAir Express	13,925
	Wrangell	Alaska Airlines	252,763
	Yakutat	Alaska Airlines	252,763
	Zachar Bay	MarkAir Express	13,925
Alabama	Anniston	Skybus Express	232,126
	Gadsden	Skybus Express	232,126
Arizona	Kingman	Mesa Airlines	130,807
	Page	SkyWest Airlines	251,423
Arkansas	El Dorado/Camden	Exec Express II	743,410
	Harrison	Exec Express II	563,665
	Hot Springs	Exec Express II	566,980
	Jonesboro	Exec Express II	266,684
California	Crescent City	WestAir	154,660
	Merced	WestAir	310,521
Colorado	Cortez	Mesa Airlines	138,210
	Lamar	Air Midwest	272,106
Illinois	Matoon/Charleston	Direct Air	171,148
	Mt. Vernon	Direct Air	171,148

Essential Air Service

State	E.A.S. Point(s)	Carrier	Annual Subsidy Rate (Dollars)
Iowa	Ottumwa	Great Lakes Aviation	253,442
Kansas	Dodge City	Air Midwest	272,106
	Garden City	Air Midwest	272,106
	Goodland	Air Midwest	272,106
	Great Bend	Air Midwest	272,106
	Hays	Air Midwest	272,106
	Liberal/Guymon	Air Midwest	272,106
Maine	Bar Harbor	Bar Harbor Airlines	203,933
	Rockland	Bar Harbor Airlines	203,933
Michigan	Iron Mountain/Kingsford	Great Lakes Aviation	95,485
	Ironwood/Ashland	Great Lakes Aviation	95,485
	Manistee/Ludington	Great Lakes Aviation	237,574
	Menominee/Marinette	Great Lakes Aviation	95,485
Minnesota	Fairmont	GP Express Airlines	146,610
	Mankato	GP Express Airlines	146,610
	Worthington	GP Express Airlines	146,610
Missouri	Fort Leonard Wood	Air Midwest	163,675
	Kirksville	Redwing Airways	356,866
Montana	Glasgow	Big Sky Airlines	250,967
	Glendive	Big Sky Airlines	236,814
	Havre	Big Sky Airlines	251,696
	Lewiston	Big Sky Airlines	251,696
	Miles City	Big Sky Airlines	236,814
	Sidney	Big Sky Airlines	519,271
	Wolf Point	Big Sky Airlines	250,967
Nebraska	Alliance	GP Express Airlines	182,224
	Chadron	GP Express Airlines	182,224
	Grand Island	GP Express Airlines	246,520
	Hastings	GP Express Airlines	297,168
	Kerney	GP Express Airlines	297,168
	McCook	GP Express Airlines	297,168
	North Platte	GP Express Airlines	267,119
	Scottsbluff	GP Express Airlines	267,119
Nevada	Ely	SkyWest Airlines	323,330
New Hampshire	Laconia	Skymaster	272,384
New Mexico	Alamogordo	Mesa Airlines	165,766
	Clovis	Mesa Airlines	139,432
	Hobbs	Mesa Airlines	85,690
	Santa Fe	Mesa Airlines	132,314
	Silver City	Mesa Airlines	179,525
New York	Massena	Metro Airlines Northeast	238,133
	Ogdensburg	Metro Airlines Northeast	238,133

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State	E.A.S. Point(s)	Carrier	Annual Subsidy Rate (Dollars)
North Dakota	Devils Lake	Great Lakes Aviation	88,908
	Jamestown	Great Lakes Aviation	88,908
	Williston	Big Sky Airlines	463,521
Oklahoma	Enid	Exec Express II	184,646
	Ponca City	Exec Express II	184,646
Pennsylvania	Oil City/Franklin	Crown Airways	119,034
South Dakota	Brookings	Mesaba Aviation	96,079
	Huron	Mesaba Aviation	96,079
	Mitchell	Mesaba Aviation	96,079
	Pierre	Rocky Mountain Airways	344688
	Yankton	Great Lakes Aviation	194817
Texas	Brownwood	Exec Express II	298720
	Paris	Exec Express II	283490
Utah	Cedar City	SkyWest Airlines	99,399
	Moab	Alpine Aviation	172,390
	Vernal	SkyWest Airlines	286,632
Virginia	Danville	CCAir	218,875
	Hot Springs	Jet Express	266,205
Washington	Ephrata/Moses Lake	Horizon Air Industries	163,355
West Virginia	Beckley	CCAir	193,657
	Clarksburg/Fairmont	Jet Express	326,796
	Elkins	Christman Air System	323,952
	Morgantown	Jet Express	326,796
	Princeton/Bluefield	CCAir	65,501
Wyoming	Worland	Mesa Airlines	352,655
Puerto Rico	Ponce	Executive Air	269,500
Subsidy Subtotal - Lower 48 States and Puerto Rico			**19,398,328**
Average Number of Points - Lower 48 States and Puerto Rico			**82**
Average Subsidy per Point - Lower 48 States and Puerto Rico			**236,565**
Subsidy Subtotal - Alaska			**1,798,869**
Number of Points - Alaska			**33**
Average Subsidy per Point - Alaska			**54,511**
Subsidy Total			**21,197,197**
Number of Points - Total			**115**
Average Subsidy per Point - Total			**184,323**

Sources: U.S. D.O.T., Office of Aviation Analysis and AvStat Associates.

Essential Air Service Determinations

				Guaranteed Essential Air Service				Actual Available Service 1/91			
						Inbound and Outbound[1] Seats per Day		Daily Roundtrips		Daily Seats	
State and Order Number	City	Hub	Distance to Hub	Allowed Stops	Frequency	8-Seats or Smaller	14-Seats or Larger	C/R	Other	C/R	Other
Alabama											
83-7-32	Anniston	ATL	82	0	2wd/4we	80wd/160we	62wd/124we	6	-	135	-
83-7-32	Dothan	ATL	171	1	2d	80	62	13	-	346	-
84-12-91	Gadsden	ATL	98	0	2wd/2we	14	11	4	-	90	-
83-7-32	Muscle Shoals/Florence/	ATL &	198	1	2wd/4we	80wd/160we	62wd/124we	3	-	90	-
	Sheffield/Tuscumbia	MEM	136	1	2wd/4we	80wd/160we	62wd/124we	3	-	70	-
83-7-32	Tuscaloosa	ATL	186	1	2d	80	62	3	-	90	-
Arizona											
84-4-66	Flagstaff	PHX	140	0	2wd/2we	80	62	5	6	95	228
84-4-66	Grand Canyon	LAS	169	0	2d	80	62	13	2	441	76
84-4-66	Kingman	PHX or	181	1	2wd/2we	16	33	3	-	57	-
		LAS	193	0	2wd/2we	16	33	-	-	-	-
84-4-66	Page	PHX or	286	2	2wd/2we	22	17	2	-	38	-
		LAS	289	2	2wd/2we	22	17	-	-	-	-
84-4-66	Prescott	PHX	96	0	2wd/2we	22	17	4	-	76	-
89-12-29	Winslow		No service is required								
84-4-66	Yuma	PHX or	183	0	2d	80	62	6	6	114	228
		LAX	269	1	2d	80	62	7	-	133	-
Arkansas											
87-3-74	El Dorado/Camden	DFW &	241	1	2wd/2we	41	31	2	-	30	-
		MEM	206	1	2wd/2we	41	31	2	-	30	-
84-5-78	Fayetteville	DFW &	274	2	2d	80	62	13	-	406	-
		MEM or	245	1	2d	80	62	6	-	179	-
		MCI	223	1	2d	80	62	4	-	76	-
84-5-78	Fort Smith	DFW &	232	1	2d	80	62	12	-	374	-
		MEM	249	1	2d	80	62	6	-	179	-
85-10-46	Harrison	STL &	230	1	2wd/2we	20	15	3	-	45	-
		MEM or	200	1	2wd/2we	20	15	2	-	16	-
		DFW	320	2	2wd/2we	20	15	-	-	-	-
84-5-78	Hot Springs	MEM &	182	1	2wd/2we	42	32	-	-	-	-
		DFW	255	2	2wd/2we	42	32	4	-	32	-
87-3-74	Jonesboro	MEM	66	0	2wd/2we	24	18	3	-	24	-
84-5-78	Texarkana	DFW &	183	1	2d	80	62	13	-	252	-
		MEM	254	1	2d	80	62	2	-	30	-
California											
84-11-16	Bakersfield	SFO &	228	0	2d	80	62	5	-	150	-
		LAX	108	0	2d	80	62	22	-	418	-
89-12-29	Blythe		No service is required								
84-11-16	Chico	SFO	145[2]	1	2wd/2we	80	62	5	-	95	-
84-11-16	Crescent City	SFO	294[3]	2	2wd/2we	11	8	2	-	38	-
84-11-16	El Centro	LAX or	173	1	2d	80	62	6	-	114	-
		SAN	94	0	2d	80	62	1	-	19	-
84-11-16	Eureka/Arcata	SFO	235	1	2d	80	62	8	-	251	-
84-11-16	Inyokern	LAX	120	1	2wd/2we	80	62	12	-	228	-
84-11-16	Lake Tahoe	SFO[4]	150	1	2d	80	62	6	-	114	-
87-6-53	Merced	SFO &	111	0	2wd/2we	44	34	2	-	38	-
		LAX	265	2	2wd/2we	44	34	2	-	38	-
84-11-16	Modesto	SFO &	82	0	2d	80	62	5	-	95	-
		LAX[5]	292	0	3wd/3we	80	62	-	-	-	-
84-11-16	Orange County/ Santa Ana/Anaheim	LAX	32	0	2d	80	62	27	-	443	-
84-11-16	Oxnard/Ventura	LAX	59	0	2d	80	62	9	-	171	-
84-11-16	Palmdale/Lancaster	LAX	55	0	2wd/2we	32	25	6	-	114	-
84-11-16	Red Bluff/Redding	SFO	190	1	2d	80	62	10	-	234	-
84-11-16	Salinas/Monterey	SFO &	87	2	2d	80	62	13	4	320	515
		LAX	270	0	2d	80	62	17	-	803	-
84-11-16	San Luis Obispo/	SFO &	144	1	2d	80	62	7	-	133	-
	Paso Robles	LAX	191	1	2d	80	62	18	-	353	-
84-11-16	Santa Barbara	SFO &	250	2	2d	80	62	4	4	109	484
		LAX	100	0	2d	80	62	24	-	456	-
84-11-16	Santa Maria	SFO &	225	2	2d	80	62	4	-	76	-
		LAX	146	0	2d	80	62	13	-	247	-
85-5-128	Santa Rosa	SFO	56	0	2wd/2we	N/S	N/S	6	-	148	-

Essential Air Service Determinations

State and Order Number	City	Hub	Distance to Hub	Guaranteed Essential Air Service				Actual Available Service 1/91			
						Inbound and Outbound Seats per Day		Daily Roundtrips		Daily Seats	
				Allowed Stops	Frequency	9-Seats or Smaller	14-Seats or Larger	C/R	Other	C/R	Other
California (continued)											
84-11-16	Stockton	SFO &	67	0	2d	80	62	9	-	171	-
		LAX	315	1	2d	80	62	4	-	152	-
90-3-44	Visalia	SFO or	195	1	2wd/2we	50	38	-	-	-	-
		SJC &	240	1	2wd/2we	50	38	2	-	38	-
		LAX	170	1	2wd/2we	50	38	3	-	57	-
Colorado											
84-6-19	Alamosa	DEN[6]	169	1	2wd/2we	64	49	5	-	95	-
84-6-19	Aspen	DEN	113	0	2d	80	62	21	-	1,330	-
89-5-35	Cortez	DEN	265	2	2wd/2we	32	25	3	-	57	-
84-6-19	Durango	DEN &	188	1	2d	80	62	11	-	387	-
		ABQ	152	N/S	2d	80	62	3	-	51	-
		FMN or	39	N/S	2d	80	62	6	-	148	
		Other	PHX	N/S	2d	80	62	-	2	-	234
84-6-19	Gunnison	DEN	139	1	2d 2wd/2we[7]	80/72	62/55	9	-	171	-
85-7-60	Lamar[8]	DEN	166	1	2wd/2we	12	12	2	-	38	-
84-6-19	Montrose/Delta	DEN	184	1	2d	80	62	8	-	210	-
84-6-19	Pueblo	DEN	104	0	2wd/2we	80	62	10	-	190	-
84-6-19	Steamboat Springs/ Hayden/Craig	DEN	113	0	2d	80	62	14	1	545	133
Connecticut											
83-7-20	Bridgeport	BOS	137	1	2wd/2we	70	54	4	-	76	-
83-7-20	New Haven	NYC &	65	0	2d	80	62	5	-	186	-
		BOS	125	1	2wd/2we	80	62	2	-	30	-
83-7-20	New London/Groton	NYC	102	1	2d	80	62	8	-	254	-
83-7-20	Stamford		No service is required								
Florida											
83-9-45	Ft. Walton Beach[9]	ATL &	250	1	2d	80	62	14	-	461	-
		MSY	185	1	2wd/2we	80	62	-	-	-	-
83-9-45	Gainesville	ATL &	300	1	2d	80	62	7	5	210	5
		MIA	295	1	2d	80	62	4	-	152	-
		TPA or	115	0	2d	80	62	1	-	38	-
		ORL	90	0	2d	80	62	7	-	126	-
83-9-45	Key West	MIA	126	0	2d	80	62	27	5	478	350
83-9-45	Lakeland		No service is required								
83-9-45	Melbourne	ATL &	443	1	2d	80	62	-	7	-	960
		TPA	115	0	2wd/2we	80	62	-	-	-	-
		ORL or	55	0	2wd/2we	80	62	6	-	120	-
		MIA	160	1	2wd/2we	80	62	7	-	133	-
83-9-45	Panama City	ATL &	247	1	2d	80	62	14	-	441	-
		ORL or	288	1	2wd/2we	80	62	2	-	16	-
		TPA	235	1	2wd/2we	80	62	2	-	16	-
Georgia											
84-2-20	Albany	ATL	146	0	2wd/4we	80	62	11	-	286	-
88-2-31	Athens	ATL or	67	0	2wd/2we	80	62	-	-	-	-
		CLT	162	1	2wd/2we	80	62	5	-	146	-
84-2-20	Augusta	ATL	143	0	2wd/4we	80	62	10	6	261	624
84-2-20	Bruswick/ St. Simons Island	ATL	247	1	2wd/2we	80/65[10]	62/50[10]	4	-	120	-
84-2-20	Columbus	ATL	83	0	2wd/4we	80	62	11	3	286	312
84-2-20	Macon	ATL	79	0	2wd/4we	80	62	8	-	218	-
89-9-37	Moultrie/Thomasville		No service is required								
84-2-20	Valdosta	ATL	208	1	2wd/2we	80/152[11]	62/116[11]	4	-	120	-
Hawaii											
83-12-10	Hana	HNL &	128	N/S	2d	52	40	5	-	95	-
		OGG	28	N/S	2d	52	40	5	-	95	-
83-12-10	Kamuela	HNL &	141	N/S	2d	28	22	3	-	57	-
		OGG	75	N/S	2d	28	22	1	-	19	-
83-12-10	Lanai	HNL &	73	N/S	2d	80	62	9	-	171	-
		OGG	34	N/S	2d	80	62	4	-	76	-
87-4-30	Molokai	HNL &	54	0	2d	80	62	22	6	338	300
		OGG	46	0	2d	80	62	5	2	95	100

Essential Air Service Determinations

				Guaranteed Essential Air Service				Actual Available Service 1/91			
						Inbound and Outbound Seats per Day		Daily Roundtrips		Daily Seats	
State and Order Number	City	Hub	Distance to Hub	Allowed Stops	Frequency	9-Seats or Smaller	14-Seats or Larger	C/R	Other	C/R	Other
Idaho											
84-3-115	Lewiston/Clarkston	BOI &	198	1	2d	80	62	8	-	152	-
		SEA	262	2	2d	80	62	6	-	209	-
83-5-50	Pocatello	SLC &	150	0	2d	80	62	5	-	117	-
		BOI	189	1	2d	80	62	6	-	133	-
83-5-50	Sun Valley/Hailey/ Ketchum	BOI &	96	0	8/wk	560/280[12]	434/215[13]	5	-	190	-
		SLC	223	1	8/wk	560/280[12]	434/215[13]	8	-	272	-
86-7-48	Twin Falls	SLC	175	1	2d	80	62	5	-	150	-
Illinois											
81-10-6	Bloomington	CHI &	114	0	2d	80	62	13	-	382	-
		STL	142	1	2d	80	62	5	-	95	-
80-2-124	Champaign/Urbana	CHI &	130	0	2d	80	62	16	-	527	-
		STL	143	1	2d	80	62	8	-	200	-
90-3-41	Danville		No service is required								
80-2-124	Decatur	CHI &	152	1	2d	80	62	4	-	144	-
		STL	110	0	2d	80	62	5	-	95	-
90-3-41	Galesburg		No service is required								
80-2-124	Marion/Herrin	STL	100	0	2d	80	62	5	-	95	-
90-11-37	Mattoon/Charleston	CHI or	168	1	2wd/2we	12	9	4	-	98	-
		STL	123	1	2wd/2we	12	9	-	-	-	-
85-8-62	Mount Vernon	STL or	87	0	2wd/2we	10	8	-	-	-	-
		CHI	217	2	2wd/2we	10	8	2	-	26	-
80-2-124	Quincy/Hannibal, MO	CHI &	224	1	2d	80	62	2	-	38	-
		STL	94	0	2d	80	62	4	-	76	-
84-8-20	Rockford	CHI or	72	0	2d	80	62	17	-	539	-
		DEN &	312	2	2d	80	62	-	-	-	-
		DTW	295	2	2d	80	62	2	-	38	-
81-10-6	Springfield	CHI &	173	0	2d	80	62	27	-	670	-
		STL	84	0	2d	80	62	10	-	190	-
85-7-52	Sterling/Rock Falls	CHI	100	0	2wd/2we	16	13	2	-	38	-
Indiana											
90-3-41	Bloomington		No service is required								
89-12-52	Elkhart		No service is required								
89-9-37	Kokomo/Logansport/Peru		No service is required								
83-6-3	Lafayette	CHI	110	0	2d	80	62	4	-	144	-
90-3-41	Muncie/Anderson/ New Castle		No service is required								
89-5-36	Terre Haute	CHI	169	0	2wd/2we	80	62	3	-	108	-
Iowa											
84-5-74	Burlington	CHI &	191	1	2d	80	62	6	-	182	-
		STL	146	1	2d	80	62	4	-	76	-
89-12-29	Clinton		No service is required								
84-5-74	Dubuque	CHI	156	1	2d	80	62	5	-	180	-
86-8-27	Fort Dodge	CHI	333	2	2wd/2we	34	26	-	-	-	-
		DSM	75	0	2wd/2we	34	26	-	-	-	-
		MSP or	168	1	2wd/2we	34	26	3	-	57	-
		OMA	123	0	2wd/2we	34	26	-	-	-	-
86-8-27	Mason City	CHI	298	2	2wd/2we	52	40	4	-	76	-
		DSM	113	1	2wd/2we	52	40	-	-	-	-
		MSP or	120	1	2wd/2we	52	40	6	-	114	-
		OMA	184	1	2wd/2we	52	40	-	-	-	-
87-9-64	Ottumwa	CHI or	249	1	2wd/2we	8	8	-	-	-	-
		DSM &	69	0	2wd/2we	8	8	2	-	38	-
		MLI	104	0	2wd/2we	8	8	-	-	-	-
84-5-74	Waterloo	CHI &	242	2	2d	80	62	8	-	256	-
		DEN	678	2	2d	80	62	-	-	-	-
		STL or	284	2	2d	80	62	4	-	89	-
		MSP	167	1	2d	80	62	5	-	95	-
Kansas											
85-7-60	Dodge City	ICT	139	0	2wd/2we	24	18	2	-	38	-
85-7-60	Garden City	DEN &	257	2	2wd/2we	46	35	2	-	38	-
		ICT	182	1	2wd/2we	46	35	2	-	38	-
85-7-60	Goodland	DEN	172	1	2wd/2we	10	10	2	-	38	-

Essential Air Service Determinations

				Guaranteed Essential Air Service							
						Inbound and Outbound Seats per Day		Actual Available Service 1/91			
								Daily Roundtrips		Daily Seats	
State and Order Number	City	Hub	Distance to Hub	Allowed Stops	Frequency	9-Seats or Smaller	14-Seats or Larger	C/R	Other	C/R	Other
Kansas (continued)											
85-7-60	Great Bend	MCI or	233	2	2wd/2we	22	17	2	-	38	-
		ICT	92	0	2wd/2we	22	17	-	-	-	-
85-7-60	Hays	DEN &	307	2	2wd/2we	42	32	2	-	38	-
		MCI or	246	2	2wd/2we	42	32	2	-	38	-
		ICT	130	1	2wd/2we	42	32	-	-	-	-
89-9-37	Hutchinson		No service is required								
89-9-37	Independence/Parsons/ Coffeyville		No service is required								
85-7-60	Liberal/Guymon, OK	DEN	384	2	2wd/2we	42	32	2	-	38	-
85-7-60	Manhattan/Ft. Riley/ Junction City	MCI	108	1	2d	80	62	6	-	114	-
85-7-60	Salina	MCI	165	1	2wd/2we	58	45	-	-	-	-
84-8-84	Topeka	MCI	55	0	2d	80	62	-	-	-	-
Kentucky											
85-5-83	London/Corbin		No service is required								
89-5-36	Owensboro	SDF	84	0	2wd/2we	80	62	-	-	-	-
		MEM or	243	1	2wd/2we	80	62	3	-	57	-
		BNA	114	0	2wd/2we	80	62	3	-	57	-
87-12-31	Paducah	STL &	145	1	2d	80	62	5	-	95	-
		MEM or	154	1	2d	80	62	5	-	108	-
		BNA or	133	0	2d	80	62	3	-	57	-
		SDF	183	1	2d	80	62	-	-	-	-
Louisiana											
84-2-5	Alexandria	DFW &	296	2	2d	80	62	7	-	177	-
		MSY	160	1	2d	80	62	3	-	45	-
84-2-5	Lafayette	MSY &	151	0	2d	80	62	4	-	60	-
		IAH	215	1	2d	80	62	5	4	108	416
84-2-5	Lake Charles	IAH &	141	0	2d	80	62	10	-	258	-
		MSY	218	1	2d	80	62	4	-	60	-
84-2-5	Shreveport	Essential Air Service determination withdrawn at community's request									
Maine											
84-7-76	Augusta/Waterville	BOS	156	0	2wd/2we	80	62	4	-	72	-
84-7-76	Bangor	BOS	201	0	2d	80	62	14	4	336	594
84-7-76	Bar Harbor	BOS	196	1	2d 2we/2wd[14]	80/24[14]	62/18[14]	2	-	30	-
89-9-37	Lewiston/Auburn		No service is required								
84-7-76	Portland	BOS	95	0	2d	80	62	23	4	484	672
84-7-76	Presque Isle/Houlton	BOS	332	1	2d	80	62	9	-	210	-
84-7-76	Rockland	BOS	151	1	2wd/2we	78/26	60/20	2	-	30	-
Maryland											
83-6-70	Hagerstown/ Martinsburg, WV	BWI or	62	0	2d	80	62	4	-	120	-
		WAS	68	0	2d	80	62	-	-	-	-
83-6-70	Salisbury	BWI or	85	0	2d	80	62	9	-	328	-
		WAS	102	0	2d	80	62	3	-	114	-
Massachusetts											
84-5-86	Hyannis	BOS &	61	0	2d[15]	80	62	9	-	219	-
		NYC	203	1	2d	80	62	5	-	75	-
84-5-86	Martha's Vineyard	BOS &	70	1	2d	80	62	3	-	45	-
		NYC[15]	180	1	2d	80	62	3	-	45	-
84-5-86	Nantucket	HYA &	30	0	2d	80	62	16	-	237	-
		BOS	91	1	2d	80	62	7	-	189	-
89-12-29	New Bedford/Fall River		No service is required								
84-5-86	Worcester	NYC	153	0	2d	80	62	10	-	348	-
Michigan											
84-11-17	Alpena	DTW	192	1	2wd/2we	26	20	4	-	76	-
89-12-29	Battle Creek		No service is required								
89-12-29	Benton Harbor/ St. Jospeh		No service is required								
90-8-41	Escanaba	GRB	99	0	2d	80	62	-	-	-	-
		MKE or	195	1	2d	80	62	3	-	57	-
		CHI[16]	268	2	2d	80	62	3	-	57	-

Essential Air Service Determinations

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State and Order Number	City	Hub	Distance to Hub	Allowed Stops	Frequency	9-Seats or Smaller	14-Seats or Larger	C/R	Other	C/R	Other
Michigan (continued)											
84-11-17	Flint	DTW &	55	0	2d	80	62	5	-	195	-
		CHI	223	2	2d	80	62	7	-	252	-
84-11-17	Hancock/Houghton	CHI	370	2	2d	80	62	3	-	57	-
		MKE or	239	2	2d	80	62	-	-	-	-
		GRB[17]	186	1	2d	80	62	-	-	-	-
88-5-30	Iron Mountain/Kingsford	CHI	273	2	2wd/2we	34	26	4	-	76	-
		MKE or	198	2	2wd/2we	34	26	-	-	-	-
		GRB	90	1	2wd/2we	34	26	-	-	-	-
88-5-30	Ironwood/Ashland, WI	CHI	272	2	2wd/2we	22	17	4	-	76	-
		MKE or	198	2	2wd/2we	22	17	-	-	-	-
		GRB or	92	1	2wd/2we	22	17	-	-	-	-
		MSP	257	1	2wd/2we	22	17	2	-	38	-
89-12-29	Jackson		No service is required								
84-11-17	Kalamazoo	CHI &	116	0	2d	80	62	16	-	516	-
		DTW	65	0	2d	80	62	2	3	88	332
84-11-17	Manistee/Ludington	CHI	182	1	2wd/2we	6	6	2	-	38	-
85-9-70	Marinette/Menominee	CHI	224	2	2wd/2we	10	8	2	-	38	-
		MKE or	151	1	2wd/2we	10	8	-	-	-	-
		GRB	47	0	2wd/2we	10	8	-	-	-	-
84-11-17	Marquette	CHI	320	2	2d	80	62	5	-	240	-
		MKE or	240	1	2d	80	62	-	-	-	-
		GRB	145	1	2d	80	62	3	-	144	-
85-2-2	Muskegon	CHI	118	1	2d	80	62	11	-	294	-
84-11-17	Pellston	DTW &	239	1	2wd/2we	80	62	4	-	101	-
		CHI	295	2	1wd/1we	80	62	3	-	57	-
84-11-17	Sault Ste. Marie	DTW	286	2	2wd/2we	30	23	4	-	76	-
84-11-17	Traverse City	CHI &	226	1	2d	80	62	12	-	388	-
		DTW	207	1	2d	80	62	3	2	132	208
Minnesota											
84-9-43	Bemidji	MSP	190	1	2d	80	62	6	-	206	-
84-9-43	Brainerd	MSP	135	0	2d 2wd/2we[19]	80/62[19]	62/48[19]	3	-	132	-
84-9-43	Chisholm/Hibbing	MSP	165	1	2d	80	62	4	-	102	-
84-9-43	Duluth/Superior, WI	MSP	150	0	2d	80	62	4	5	89	620
83-12-115	Fairmont	MSP	140	1	2wd/2we	14	14	2	-	38	-
84-9-43	International Falls	MSP	260	2	2d 2wd/2we	80/54	62/42	4	-	102	-
83-12-115	Mankato	MSP	70	0	2wd/2we	10	10	3	-	45	-
83-5-132	Thief River Falls	MSP	261	2	2wd/2we	24	18	3	-	57	-
84-9-43	Winona	No service is required. Community served through LaCrosse, WI									
83-12-115	Worthington	MSP	170	2	2wd/2we	6	6	3	-	45	-
Mississippi											
83-12-27	Columbus	ATL &	241	1	2d	80	62	6	-	180	-
		MEM	136	0	2d	80	62	4	-	115	-
83-12-27	Greenville	MEM	122	0	2wd/4we	80	62	5	-	121	-
85-9-66	Greenwood		No service is required								
83-12-27	Gulfport/Biloxi	ATL &	352	2	2d	80	62	3	-	114	-
		MSY	70	0	2d	80	62	-	-	-	-
83-12-27	Jackson/Vicksburg	ATL &	341	1	2d	80	62	-	7	-	998
		DFW	409	1	2d	80	62	-	7	-	1,005
90-5-7	Laurel/Hattiesburg	ATL	323	2	2d	80	62	3	-	90	-
		MSY or	115	0	2d	80	62	-	-	-	-
		MEM	250	2	2d	80	62	5	-	108	-
84-11-59	Meridian	ATL &	267	2	2d	80	62	3	-	90	-
		MEM	200	1	2d	80	62	6	-	153	-
86-5-28	Natchez		No service is required								
83-12-27	Tupelo	ATL &	253	2	2wd/2we	80	62	-	-	-	-
		MEM	88	0	2wd/2we	80	62	6	-	166	-
85-9-66	University/Oxford		No service is required								
Missouri											
84-3-98	Cape Giradeau/ Sikestown	STL	114	1	2wd/2we	62	48	3	-	57	-
87-7-47	Columbia/ Jefferson City[20]	STL &	195	0	2d	80	62	10	-	190	-
		MCI[21]	152	0	2wd/2we	80	62	-	-	-	-
84-3-98	Ft. Leonard Wood	STL	119	0	2wd/2we	28	22	2	-	38	-

Essential Air Service Determinations

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Missouri (continued)											
86-5-39	Joplin	MCI &	142	0	2d	80	62	-	-	-	-
		STL	243	1	2d	80	62	7	-	162	-
84-9-75	Kirksville	STL or	149	1	2wd/2we	8	8	-	-		-
		MCI	129	1	2wd/2we	8	8	-	-	-	-
84-3-98	Springfield	STL &	195	1	2d	80	62	7	3	278	287
		MCI or	152	1	2d	80	62	5	-	95	-
		DEN	364	2	2d	80	62	-	2	-	234
Montana											
84-1-96	Glasgow	BIL	189	1	2wd/2we	10	8	2	-	28	-
84-1-96	Glendive	BIL	201	1	2wd/2we	6	5	2	-	18	-
84-1-96	Havre	GTF	107	0	2wd/2we	6	5	-	-	-	-
84-1-96	Lewiston	BIL	92	0	2wd/2we	2	2	2	-	18	-
84-1-96	Miles City	BIL	135	1	2wd/2we	4	3	2	-	18	-
84-1-96	Sidney	BIL	245	1	2wd/2we	14	11	2	-	38	-
87-5-76	West Yellowstone	DEN or	480	2	2wd/2we	24/58	19/45	-	-	-	-
		SLC	282	2	2wd/2we	24/58	19/45	-	-	-	-
84-1-96	Wolf Point	BIL	212	1	2wd/2we	8	6	2	-	28	-
Nebraska											
90-10-13	Alliance	DEN	210	1	2wd/2we	4	4	2	-	18	-
90-10-13	Chadron	DEN	240	2	2wd/2we	4	4	2	-	18	-
89-12-29	Columbus		No service is required								
90-10-13	Grand Island	DEN &	357	2	2d	80	62	3	-	57	-
		OMA	128	1	2d	80	62	2	-	30	-
90-10-13	Hastings	OMA	170	1	2wd/2we	8	8	2	-	30	-
90-10-13	Kearney	OMA or	190	1	2wd/2we	16	12	3	-	45	-
		DEN	318	2	2wd/2we	16	12	2	-	30	
90-10-13	McCook	DEN	254	1	2wd/2we	6	6	2	-	30	-
84-5-103	Norfolk	OMA	93	1	2wd/2we	18	14	-	-	-	-
90-10-13	North Platte	DEN &	240	2	2wd/2we	80	62	4	-	76	-
		OMA	251	2	2wd/2we	80	62	2	-	30	
90-10-13	Scottsbluff	DEN &	160	1	2d	80	62	5	-	95	-
		OMA or	401	2	2wd/2we	80	62	-	-	-	-
		LNK	363	2	2wd/2we	80	62	2	-	30	-
89-12-29	Sidney		No service is required								
Nevada											
84-2-113	Elko	RNO &	230	1	2wd/2we	66	51	5	-	106	-
		SLC	200	1	2wd/2we	66	51	5	-	106	-
84-2-113	Ely	RNO or	264	1	2wd/2we	18	14	1	-	19	-
		SLC	184	1	2wd/2we	18	14	1	-	19	-
New Hampshire											
84-10-8	Keene	BOS &	86	0	2wd/4we	50	38	-	-	-	-
		NYC	275	2	2wd/4we	50	38	-	-	-	-
87-5-83	Laconia	BOS or	86	1	2wd/2we	28/12	21/9	2	-	18	-
		NYC	230	1	2wd/2we	28/12	21/9	-	-	-	-
84-10-8	Lebanon/ White River Jct., VT	BOS &	130	0	2wd/4we	80	62	11	-	209	-
		NYC	240	1	2wd/4we	80	62	9	-	171	-
84-10-8	Manchester/Concord	BOS &	60	0	2wd/4we	80	62	17	-	409	-
		NYC	220	1	2wd/4we	80	62	21	-	689	117
New Jersey											
84-5-83	Atlantic City	PHL	60	0	2d	80	62	6	-	204	-
90-6-23	Cape May		No service is required								
84-5-83	Teterboro		No service is required								
86-7-69	Trenton	Any	BWI	0	2d	80	62	3	-	90	-
New Mexico											
85-5-35	Alamogordo/ Holloman AFB	ABQ or	160	1	2wd/2we	22	17	3	-	53	-
		ELP	76	0	2wd/2we	22	17	-	-	-	-
89-1-20	Carlsbad	ABQ or	230	0	2wd/2we	34	26	4	-	76	-
		PHX	457	1	2wd/2we	34	26	-	-	-	-
84-10-10	Clovis	ABQ	194	1	2wd/2we	32	25	2	-	38	-
84-10-10	Farmington	ABQ &	148	0	2d	80	62	12	-	228	-
		DEN	277	2	2d	80	62	12	-	268	-

Essential Air Service Determinations

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New Mexico (continued)											
89-1-20	Gallup	ABQ or	127	0	2wd/2we	34	26	-	-	-	-
		PHX		1	2wd/2we	34	26	3	-	53	-
87-5-77	Hobbs	ABQ	253	1	2wd/2we	24	19	3	-	57	-
85-12-83	Roswell	ABQ	163	0	2d	80	62	7	-	129	-
88-9-15	Santa Fe	ABQ	49	0	2wd/2we	22	17	7	-	89	-
84-7-32	Silver City/Hurley/ Deming	ABQ	185	1	2wd/2we	16	12	2	-	34	-
New York											
84-3-68	Binghamton/Endicott/	NYC &	145	0	2d	80	62	10	-	248	-
	Johnson City	PIT	247	1	2d	80	62	-	3	-	287
84-3-68	Elmira/Corning	NYC &	182	1	2d	80	62	8	-	232	-
		PIT	208	1	2d	80	62	-	4	-	400
84-3-68	Glens Falls		No service is required								
84-3-68	Islip	Any	BOS	0	2d	80	62	18	-	495	-
84-3-68	Ithaca/Cortland	NYC &	178	1	2d	80	62	14	-	346	-
		PIT	236	1	2d	80	62	-	3	-	287
86-5-46	Jamestown	PIT	127	0	2d	80	62	8	-	191	-
84-3-68	Liberty/Monticello		No service is required								
80-3-19	Massena	SYR	141	2	2wd/2we	28	22	3	-	57	-
80-3-19	Ogdensburg	SYR	113	1	2wd/2we	26	20	2	-	38	-
81-12-97	Plattsburgh	ALB	135	1	2wd/2we	58	47	8	-	152	-
84-3-68	Poughkeepsie	NYC	59	0	2d	80	62	1	-	19	-
80-3-19	Rockville Center		No service is required								
80-3-19	Saranac Lake/ Lake Placid	ALB	115	0	2wd/2we	40	31	3	-	57	-
84-3-68	Utica/Rome	NYC	183	1	2d	80	62	5	-	83	-
80-3-19	Watertown	SYR	61	0	2wd/2we	32	25	3	-	57	-
84-3-68	White Plains	Any	BOS	0	2d	80	62	19	-	596	-
North Carolina											
83-11-20	Asheville	ATL &	164	0	2d	80	62	9	3	226	312
		CLT	92	0	2d	80	62	5	7	180	915
83-11-20	Fayetteville	ATL or	330	2	2d	80	62	6	-	180	-
		CLT	141	0	2d	80	62	-	5	-	675
		RDU	65	0	2d	80	62	3	-	83	-
		ORF	200	1	2d	80	62	-	-	-	-
		RIC or	194	1	2d	80	62	1	-	19	-
		WAS	285	2	2d	80	62	-	1	-	79
83-11-20	Hickory	CLT	68	0	2wd/2we	[illegible]	62	9	-	307	-
83-11-20	Jacksonville/	ATL or	407	2	2d	[illegible]	62	-	-	-	-
	Camp Lejune	CLT	195	0	2d	80	62	1	3	36	351
		RDU	115	0	2d	80	62	3	-	57	-
		ORF	160	1	2d	80	62	-	-	-	-
		RIC or	195	1	2d	80	62	-	-	-	-
		WAS	281	2	2d	80	62	3	-	114	-
83-11-20	Kinston/Goldsboro/	ATL or	406	2	2d	80	62	-	-	-	-
	Greenville	CLT	185	1	2d	80	62	2	2	72	158
		RDU	75	0	2d	80	62	-	-	-	-
		ORF	135	0	2d	80	62	-	-	-	-
		RIC or	160	0	2d	80	62	-	-	-	-
		WAS	247	1	2d	80	62	3	-	114	-
83-11-20	New Bern/Beaufort/	RDU or	115	0	2wd/2we	78	60	3	-	57	-
	Morehead City	CLT	248	1	2wd/2we	78	60	6	-	228	-
89-12-52	Rocky Mount/Wilson		No service is required								
83-11-20	Wilmington	ATL or	185	2	2d	80	62	4	-	120	-
		CLT	377	1	2d	80	62	2	6	72	728
		RDU	123	0	2d	80	62	3	-	57	-
		ORF	205	1	2d	80	62	-	-	-	-
		RIC or	235	1	2d	80	62	-	-	-	-
		WAS	321	2	2d	80	62	1	1	38	79
89-12-52	Winston-Salem		No service is required								
North Dakota											
83-11-21	Devils Lake	BIS or	126	0	2wd/2we	22	17	-	-	-	-
		MSP	322	2	2wd/2we	22	17	4	-	76	-

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North Dakota (continued)											
83-11-21	Jamestown	MSP	301	2	2wd/2we	30	23	4	-	76	-
84-1-96	Williston	BIL &	284	2	2wd/2we	70	54	2	-	38	-
		BIS	166	2	2wd/2we	70	54	2	-	38	-
Ohio											
83-11-19	Akron/Canton	CHI &	344	2	2d	80	62	3	3	255	438
		PIT	70	0	2d	80	62	8	-	230	-
89-12-29	Mansfield		No service is required.								
83-11-19	Youngstown	CHI &	370	2	2d	80	62	3	-	255	-
		PIT	57	0	2d	80	62	7	-	252	-
81-12-70	Zanesville/Cambridge		No service is required.								
Oklahoma											
84-4-47	Enid	OKC or	69	1	2wd/2we	10	8	-	-	-	-
		ICT or	90	1	2wd/2we	10	8	-	-	-	-
		TUL	107	1	2wd/2we	10	8	-	-	-	-
84-4-47	Lawton/Ft. Sill	DFW	140	0	2d	80	62	16	-	458	-
89-12-29	McAlester		No service is required.								
84-4-47	Ponca City	OKC or	96	1	2wd/2we	4	3	-	-	-	-
		ICT or	66	1	2wd/2we	4	3	-	-	-	-
		TUL	77	1	2wd/2we	4	3	-	-	-	-
84-12-103	Stillwater		No service is required.								
Oregon											
80-9-15	Albany/Corvallis		No service is required.								
82-6-99	Astoria/Seasdide		No service is required.								
84-4-67	Bend/Redmond	PDX &	116	0	2wd/3we	80	62	16	-	342	-
		EUG	90	0	2wd/3we	80	62	-	-	-	-
		MED or	156	0	2wd/3we	80	62	-	-	-	-
		SFO	464	2	2wd/3we	80	62	3	-	90	-
88-11-3	Klamath Falls	PDX &	240	1	2wd/3we	80	62	5	-	171	-
		SFO or	207	2	2wd/3we	80	62	-	-	-	-
		SJC	331	2	2wd/3we	80	62	3	-	57	-
84-4-67	Medford	PDX &	222	1	2d	80	62	14	-	402	-
		SFO	320	2	2d	80	62	-	4	-	472
84-12-137	North Bend/Coos Bay	PDX	170	1	2wd/2we	64	49	5	-	95	-
85-8-45	Pendleton	PDX	182	1	2wd/2we	62	48	5	-	95	-
89-12-29	Salem		No service is required.								
Pennsylvania											
83-3-15	Altoona	PIT	83	0	2d	80	62	7	-	133	-
83-3-15	Bradford	PIT	127	0	2d	80	62	5	-	95	-
83-3-15	Clearfield/Bellefonte/ State College[29]	PIT	120	1	2d	80	62	7	-	410	-
83-3-15	DuBois	PIT	79	0	2d	80	62	5	-	128	-
83-3-15	Erie	PIT	113	0	2d	80	62	-	5	-	496
81-8-34	Hazleton	NYC or	105	1	2wd	N/S	N/S	-	-	-	-
		PHL	79	1	2wd	N/S	N/S	-	-	-	-
83-3-15	Johnstown	PIT	55	0	2d	80	62	8	-	171	-
83-3-15	Lancaster	PHL	58	0	2d	80	62	4	-	156	-
83-3-15	Oil City/Franklin	PIT	70	0	2wd/2we	68	52	4	-	87	-
83-3-15	Reading	PHL	47	0	2d	80	62	7	-	228	-
83-3-15	Williamsport	PIT &	163	1	2d	80	62	6	-	201	-
		PHL	135	0	2d	80	62	3	-	74	
South Carolina											
83-5-146	Florence	ATL &	273	2	2d	80	62	-	-	-	-
		CLT	100	0	2d	80	62	7	-	266	-
83-5-146	Greenville/ Spartanburg	ATL &	150	1	2d	80	62	3	13	90	1,394
		CLT	80	0	2d	80	62	5	5	180	666
83-5-146	Myrtle Beach	ATL &	323	2	2d	80	62	8	-	245	-
		CLT	158	1	2d	80	62	5	5	180	662
South Dakota											
84-3-85	Aberdeen	MSP	261	1	2d	80	62	5	-	170	-
84-3-85	Brookings	FSD or	50	0	2wd/2we	10	8	2	-	16	-
		MSP	182	1	2wd/2we	10	8	2	-	38	-

Essential Air Service Determinations

				Guaranteed Essential Air Service				Actual Available Service 1/91			
						Inbound and Outbound Seats per Day		Daily Roundtrips		Daily Seats	
State and Order Number	City	Hub	Distance to Hub	Allowed Stops	Frequency	9-Seats or Smaller	14-Seats or Larger	C/R	Other	C/R	Other
South Dakota (continued)											
84-3-85	Huron	FSD or	93	1	2wd/2we	21	16	-	-	-	-
		MSP	249	2	2wd/2we	21	16	2	-	38	-
84-3-85	Mitchell	FSD or	66	0	2wd/2we	14	11	-	-	-	-
		MSP	251	2	2wd/2we	14	11	2	-	38	-
88-1-42	Pierre	DEN &	397	2	2wd/2we	78	60	2	-	96	-
		FSD or	185	1	2wd/2we	78	60	2	-	30	-
		MSP and	350	2	2wd/2we	78	60	4	-	76	-
		RAP or	354	0	2wd/2we	78	60	2	-	96	-
		DEN &	397	2	2wd/2we	78	60	2	-	96	-
		MSP	350	2	2wd/2we	78	60	4	-	76	-
84-3-85	Watertown	MSP	197	1	2wd/2we	62	48	2	-	88	-
90-5-24	Yankton	OMA or	135	2	2wd/2we	14	11	-	-	-	-
		FSD or	56	0	2wd/2we	14	11	-	-	-	-
		MSP		N/S	2wd/2we	14	11	2	-	38	-
Tennessee											
89-12-52	Clarksville/ Ft. Campbell, KY		No service is required								
83-7-23	Jackson	MEM	71	0	2wd/2we	72	55	3	-	70	-
Texas											
84-5-77	Abilene	DFW	182	0	2d	80	62	13	-	289	-
84-5-77	Beaumont/Port Arthur	IAH	78	0	2d	80	62	8	-	330	-
89-12-52	Brownsville		No service is required								
84-5-77	Brownwood	DFW	136	0	2wd/2we	6	6	2	-	16	-
84-5-77	College Station/Bryan	DFW &	160	1	2d	80	62	15	-	342	-
		IAH	88	0	2d	80	62	7	-	210	-
84-5-77	Harlingen/San Benito	IAH	295	2	2d	80	62	-	12	-	1,458
84-5-77	Laredo	SAT	148	0	2d	80	62	2	-	38	-
84-5-77	Longview/Kilgore/ Gladewater	DFW	115	1	2d	80	62	11	-	296	-
84-5-77	Mission/McAllen/ Edinburg	IAH	300	2	2d	80	62	-	5	-	740
84-5-77	Paris	DFW	105	0	2wd/2we	16	12	2	-	18	-
84-5-77	San Angelo	DFW	250	1	2d	80	62	12	-	224	-
89-12-52	Temple		No service is required								
84-5-77	Tyler	DFW	78	0	2d	80	62	14	-	364	-
84-5-77	Victoria	IAH	123	0	2wd/2we	80	62	5	-	150	-
84-5-77	Waco	DFW	89	0	2d	80	62	12	-	236	-
84-5-77	Wichita Falls	DFW	113	0	2d	80	62	16	-	308	-
Utah											
89-4-59	Cedar City	SLC	221	1	2wd/2we	32	25	5	-	106	-
87-2-7	Moab	SLC	235	1	2wd/2we	8	8	2	-	18	-
88-7-32	Vernal	SLC	131	0	2wd/2we	22	17	2	-	38	-
Vermont											
89-12-52	Montpelier/Barre		No service is required								
84-2-89	Rutland	BOS or	127	1	2wd/2we	46	35	-	-	-	-
		NYC	200	1	2wd/2we	46	35	-	-	-	-
Virginia											
84-10-138	Charlottesville	WAS &	86	0	2d	80	62	13	-	431	-
		CLT	244	1	2d	80	62	-	4	-	299
85-12-55	Danville	Any	CLT	0	2wd	N/S	N/S	4	-	76	-
84-10-138	Hot Springs[illegible]	WAS	158	1	2d	22	17	-	-	-	-
84-10-138	Lynchburg	WAS &	152	1	2d	80	62	9	-	247	-
		CLT	175	0	2d	80	62	7	-	266	-
84-10-138	Newport News/Hampton/ Williamsburg	WAS	127	0	2d	80	62	17	1	449	104
84-10-138	Roanoke	WAS &	187	1	2d	80	62	7	2	343	130
		ATL or	357	2	2d	80	62	7	3	210	312
		CLT	155	0	2d	80	62	-	6	-	585
84-10-138	Staunton	WAS	103	0	2d	70	54	8	-	196	-
Washington											
84-5-48	Ephrata/Moses Lake	SEA	142	1	2wd/2we	10	10	4	-	76	-

Essential Air Service Determinations

				Guaranteed Essential Air Service							
						Inbound and Outbound Seats per Day		Actual Available Service 1/91			
								Daily Roundtrips		Daily Seats	
State and Order Number	City	Hub	Distance to Hub	Allowed Stops	Frequency	9-Seats or Smaller	14-Seats or Larger	C/R	Other	C/R	Other
Washington (continued)											
84-5-48	Pasco/Kenwick/ Richland	SEA &	175	1	2d	80	62	17	-	475	-
		PDX	174	0	2d	80	62	5	-	95	-
84-5-48	Pullman/Moscow, ID	SEA &	250	2	2d	80	62	8	-	247	-
		GEG or	64	0	2wd/2we	80	62	1	-	19	-
		BOI	224	1	2wd/2we	80	62	4	-	76	-
84-5-48	Walla Walla	SEA	215	1	2d	80	62	7	-	190	-
84-5-48	Wenatchee	SEA	98	0	2wd/2we	72	55	13	-	117	-
84-5-48	Yakima	SEA &	105	0	2d	80	62	17	-	342	-
		PDX	200	0	2d	80	62	2	-	38	-
West Virginia											
87-4-24	Beckley	CLT	177	1	2wd/2we	50	39	4	-	76	-
84-11-62	Clarksburg/Fairmont	PIT &	83	0	2d	80	62	5	-	139	-
		WAS	162	1	2d	80	62	2	-	38	-
87-1-38	Elkins	PIT or	113	1	2wd/2we	8	8	2	-	30	-
		WAS	141	1	2wd/2we	8	8	-	-	-	-
85-8-77	Greenbrier/ White Sulpher Sps	WAS &	195	1	2d 2wd/2we[31]	80/54	62/42	1	-	38	-
		CLT	185	1	2d 2wd/2we[31]	80/54	62/42	1	-	38	-
84-11-62	Morgantown	PIT &	61	0	2d	80	62	6	-	175	-
		WAS	160	0	2d	80	62	2	-	38	-
84-11-62	Parkersburg	PIT	102	0	2d	80	62	8	-	270	-
87-4-24	Princeton/Bluefield	CLT	114	0	2wd/2we	52	40	3	-	57	-
Wisconsin											
84-7-77	Appleton	CHI &	160	1	2wd/2we	80	62	11	-	623	-
		MSP	232	1	2wd/2we	80	62	6	-	153	-
89-9-37	Beloit/Janesville		No service is required.								
85-10-68	Eau Claire	MSP	85	0	2d	80	62	6	-	179	-
84-7-77	Green Bay/Clintonville	CHI &	181	1	2d	80	62	21	-	943	-
		MSP	248	1	2d	80	62	1	4	19	416
84-7-77	LaCrosse	CHI &	225	1	2d	80	62	6	1	240	104
		MSP	117	0	2d	80	62	-	3	-	312
89-12-52	Manitowoc		No service is required.								
84-7-77	Oshkosh	CHI	151	1	2wd/4we	80	62	10	-	341	-
84-7-77	Rhinelander/ Land O'Lakes	CHI	273	2	2wd/4we	80	62	4	-	76	-
84-7-77	Wausau/Stevens Point	CHI &	219	1	2wd/4we	80	62	9		462	-
		MSP	174	1	2wd/4we	80	62	7	-	249	-
84-7-77	Wisconsin Rapids	CHI	201	1	2wd	14	11	-	-	-	-
Wyoming											
83-10-39	Cheyenne	DEN	96	0	2d	80	62	12	-	228	-
84-4-110	Jackson[12]	DEN &	395	2	2d[11]	80	62	5	1	204	133
		SLC	200	1	2d	80	62	3	3	79	399
88-12-14	Laramie[34]	DEN	120	1	2d	80	62	3	-	57	-
83-10-39	Lovell/Powell/Cody	DEN	395	2	2wd/2we	76	58	4	-	134	-
83-10-39	Riverton/Lander	DEN	293	2	2d	80	62	6	-	143	-
88-11-51	Rock Springs	DEN	262	2	2wd/2we	80	62	4	-	76	-
83-10-39	Sheridan	DEN	362	2	2wd/2we	80	62	5	-	153	-
85-7-53	Worland	DEN	337	2	2wd/2we	22	17	2	-	38	-
Puerto Rico											
84-2-76	Mayaguez	SJU	108	0	2d	80	62	24	-	456	-
85-3-76	Ponce	SJU	47	0	2d	50	39	2	-	38	-

Essential Air Service Determinations

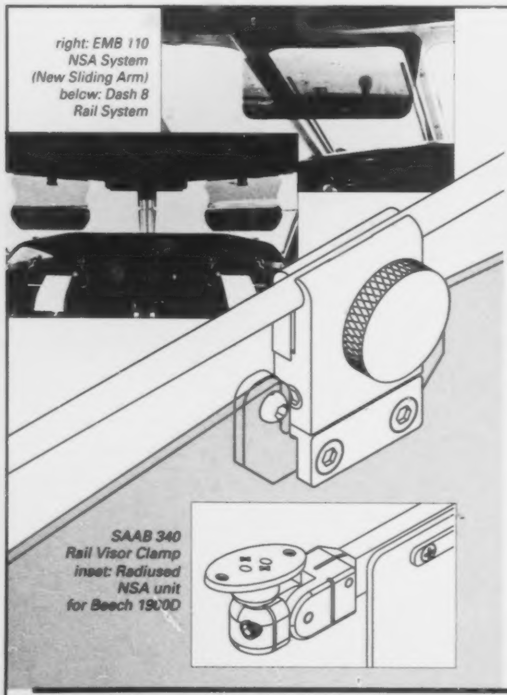
Notes:

N/S - Not specified.

The number of seats constitiuting available service have been calculated on a standardized basis for each aircraft type; individual carrier configurations may vary. Actual available service represents schedules "to" the hub.

1/ One round-trip to both MEM and DFW may be provided instead of two round-trips to either.
2/ Up to 25% of capacity may be provided through SMF.
3/ Up to 25% of capacity may be provided through PDX.
4/ Includes SFO, SJC and/or OAK.
5/ Waved the requirement to serve LAX but does not eliminate it as an E.A.S. hub.
6/ Mesa Airlines may meet a portion of the required service by providing service to ABQ as an alternate service pattern.
7/ The higher frequency and capacity requirements are for the first quarter of the year.
8/ Determination has been appealed. The appeal has been deferred.
9/ Served through Eglin A.F.B.
10/ The lower numbers apply from November 1 through February 28.
11/ The lower numbers apply on weekdays.
12/ Service may be provided any four days per week except during the peak winter season (the third Friday in December through the following March) when at least two round-trips must be provided on Fridays, Saturdays, Sundays and Mondays.
13/ X/Y: X equals the number of seats per week during the summer and winter peak seasons and Y equals the number of seats per week during the off-peak season.
14/ The higher service (frequency for BHB and RKD) is required from July through September.
15/ From Labor Day to Memorial Day only two round-trips on weekdays and over the weekend period are required to NYC.
16/ Off peak: from Labor Day to Memorial Day service to only one hub, either BOS or NYC, is required.
17/ Approved DET and MSP as alternative hubs.
18/ MSP approved as an acceptable alternate hub for meeting a portion of the requirement.
19/ Higher service requirements and seat capacities are required from April through September.
20/ E.A.S. terminated by Order 86-5-28. Proposals for new service solicited by Order 87-6-64.
21/ Service to STL and MEM approved as an alternative service pattern.
22/ Two-stops allowed if service is provided with fast aircraft (cruising speed in excess of 250 mph).
23/ BIL approved as an alternate hub.
24/ Seasonal service from June 1 through September 30 only. The higher capacity requirements are for the months of July and August and the lower capacity requirements are for June and Ssptember.
25/ Alternatively, one round-trip may be provided to both RNO and SLC.
26/ X/Y capacity requirements are for third quarter/remainder of year.
27/ If 2 roundtrips are provided to ABQ each service day, the remaining capacity requirements may be met with nonstop flights to MAF and LBB.
28/ Up to one-third of POU's capacity may be provided to ALB (nonstop) and/or BOS (one-stop).
29/ Order 81-9-93 redefines essential service at State College and Phillipsburg as service that can be provided at a single airport serving the needs of both areas.
30/ Seasonal service from April 1 through November 30. Flights which serve ROA are an acceptable service pattern when weather conditions prohibit operations at Hot Springs.
31/ The lower frequency and capacity requirements are for the winter season.
32/ Service is to be provided with fast aircraft.
33/ If service to SLC is provided with aircraft having 50 or more seats, one daily round-trip will be required in that market from Labor Day until June 15 and one round-trip on weekdays and two round-trips on each weekend day will be required from June 15 through Labor Day.
34/ Order 88-12-14 exempts Aspen Airways and Mesa Airlines from 90-day notice hold-in provisions.

Source: AvStat Associates for the Regional Airline Association.



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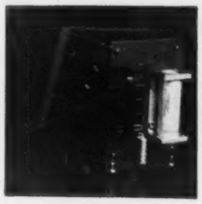

LORAL
Data Systems

Regulations and Agreements

Regulations and Agreements

Regulations

Excerpts from the DOT Guide to CAB Sunset, January 1, 1985, updated for subsequent changes.

Licensing

Licensing functions are the responsibility of the Office of the Assistant Secretary for Policy and International Affairs. Ordinarily, the Assistant Secretary or his or her delegate will perform these functions for the Department, but the Secretary may exercise this authority in lieu of the Assistant Secretary. Staff actions are subject to review by the Assistant Secretary and ordinarily are effective ten days after the action is served.

For the licensing applications described below, the requirements for filing of documents, including number of copies to be filed, are specified in DOT procedural regulations, 14 CFR 302.3. Filing fees for these applications are specified in 14 CFR 389.

1. Section 401 Certificates

Each applicant for a section 401 certificate for scheduled or charter air transportation should file an application with the DOT Documentary Services Division (DSD) in the Office of the General Counsel. Separate applications for interstate/overseas and foreign authorities must be filed, with the required filing fees. There are basically three types of 401 certificate cases: (a) those requiring primarily a determination of fitness; (b) those requiring primarily a determination of public convenience and necessity (which includes international carrier selection cases); and (c) continuing fitness reviews under section 401(r).

(a) *Fitness Determinations:* To receive a section 401 certificate, a carrier must be found fit for the type of service it will provide. Applicants that have not been found fit previously or that are proposing substantial changes in operations (such as going from cargo to passenger service or charter to scheduled operations, or proposing the start up of service after a cessation [illegible] service) are required to establish their fitness to operate. Authority not used for one year is automatically revoked. After receiving a fitness application, the DSD will assign it a docket number, date it, and forward it to the Air Carrier Fitness Division of the Of-

	Overall Operating Requirements				Requirements keyed to size				
	FAA Air Carrier Operating Certificate required	FAA approved operations & maintenance programs	Approved crew training & proficiency programs	Subject to FAA airline audit & surveillance procedures	Meets part 135 operating rules	Meets Part 121 operating rules	Commercial/instrumented rated crew	Air Transport rated crew	2 pilots required
Aircraft Type									
SINGLE ENGINE	•	•(1)	•(2)	•	•		•		(3)
MULTIENGINE PROP/PROPJET Less than 10 psgrs	•	•(1)	•(2)	•	•		•	•	•(3)
10–19 psgrs	•	•	•	•	•		•	•	•
20–30	•	•	•	•	•		•	•	•
More than 30 psgrs	•	•	•	•		•	•	•	•
MULTIENGINE TURBOJET	•	•	•	•		•	•	•	•

Notes:
(1) Limited requirements
(2) Not applicable to single-pilot operations
(3) Two pilots not required for VFR or limited IFR operations
(4) Proposed Requirement

fice of Aviation Analysis (room 6402, telephone 202/366-9721) for review and action. Within 21 days, this Division will determine whether the application is complete. If it is not complete, the application will be rejected or the applicant will be notified and asked to provide further information to the DSD. After the application is complete, DOT will do one of the following:

(i) Issue a show cause order, through the DSD, tentatively finding the carrier fit and proposing to issue the requested certificate. The order will allow for objections to be filed. A final decision on the fitness application will be made within 180 days after the application is complete.

(ii) Institute formal proceedings before an administrative law judge in order to determine fitness. This course will be followed in cases where there is controversy concerning the applicant and where the case involves novel issues or where the facts are in dispute. In this event, a decision will be made according to the process applicable to formal proceedings (described in the section entitled "Formal Proceedings Requiring Oral Evidentiary Hearings").

(b) *Public Convenience and Necessity (PC&N) Determinations:* For carriers desiring to provide foreign air service, a determination of public convenience and necessity is required, in addition to the fitness finding described above. Applicants previously found fit and which hold certificates for operations comparable to those sought may file, with the DSD, applications for additional authority, amendments, alterations, modifications, and renewals of their 401 certificates. DSD will give each application a docket number, date it, and forward it to the Public Proceedings Division of the Office of Aviation Analysis (room 6415, telephone 202/366-2344) for review and action. Within 21 days, this Division will determine if the application is complete. If the application is not complete, the applicant will be notified and asked to provide the required information to the DSD. Within 90 days after the application is complete, a decision will be made to process the application in one of the following ways: (i) dismiss the application;

	Requirements keyed to size									
	Airline-type "Continuous Airworthiness Maintenance Program"	**All-weather equipped aircraft**	**Flight attendant required**	**Thunderstorm detection equipment or radar**	**Ground proximity warning system**	**Cockpit voice recorder**	**Flight data recorder**	**Collision avoidance system (TCAS)**	**Windshear detection**	**Typical Aircraft**
										Cessna 208, Piper Cherokee 6
						•(5)				Cessna 402, Piper Navajo
	•			•	•(4)	•(5)	•(6)	•(7)		Jetstream 31, Beech 1900, Metro
	•	•	•	•	•(4)	•(5)	•(5)	•(7)		Embraer 120, Shorts SD3-30
	•	•	•	•	•	•	•	•(8)		ATR 42, Saab 340, DHC-8
	•	•	•	•	•	•	•	•(8)	•	BAe 146, Fokker F-28

(5) Turbine-powered only; required after [illegible]1, 1991
(6) Turbine-powered only; newly registered [illegible] after October 11, 1991
(7) Required after February 9, 1995
(8) Required after December 30, 1993

(ii) handle it under simplified procedures without an oral eviden-tiary hearing; or (iii) institute a formal hearing case where, for example, a choice must be made between competing applications for limited-designation international route authority (refer to the section of "Formal Proceedings Requiring Oral Evidentiary Hearings" for further information).

(c) *Continuing Fitness Reviews under Section 401(r):* U.S. certificated and commuter air carriers which do not institute service within one year of being found fit, or which cease operations for at least one year, will have their authority revoked and must undergo a new fitness determination before commencing operations. Carriers which cease service and wish to resume service before the expiration of one year must file new fitness data at least 45 days before recommencing service. Such carriers should contact the Chief, Special Authorities Division, Office of Aviation Analysis, to determine the data needed.

2. *U.S. Air Carrier All-Cargo Certificates under Section 418*

An applicant for a domestic all-cargo certificate under section 418 of the Federal Aviation Act should file an application with the Documentary Services Division (DSD) in the Office of General Counsel. The application will be give a docket number, dated, and forwarded to the Special Authorities Division of the Office of Aviation Analysis (room 6401 telephone 202/366-9721) for review and action. Within 14 working days, this Division will determine if the application is complete. If not complete, the applicant will be notified and asked to provide further information to the DSD. Once complete, a notice of the application will be published in the Federal Register and 21 days will be allowed for objections to a favorable fitness finding and issuance of the certificate.

3. *Commuter Air Carrier Fitness Determinations under Section 419*

Under section 419 of the Federal Aviation Act, commuter air carriers must be found fit to provide scheduled passenger service. Those wishing to establish a commuter air carrier service should file an application with the Special Authorities Division of the Office of Aviation Analysis (room 6401, telephone 202/366-9721). This office reviews the application to determine whether it is complete, and, where necessary, contact the applicant for additional information. When all required information is received, DOT will issue a show cause order, through the DSD, stating tentative findings and allowing 15 days for objections to be filed.

Prior to commencing operations, commuter air carriers must also have on file a registration form and an insurance certificate. Se the later section on "Registrations and Insurance Monitoring" for more information on this requirement.

Commuter air carriers are also subject to the continuing fitness requirement of section 401(r) of the Federal Aviation Act. See the preceding section on "Continuing Fitness Reviews under Section 401(r)" for further information which applies to commuters.

4. *Registrations and Insurance Monitoring*

Prior to commencing operations, commuter air carriers must have on file a registration form (DOT Form OST 4507, formerly CAB Form 298A) and an insurance certificate (for commuters, DOT Form OST F4520, formerly CAB Form 205A) covering their proposed operations. These forms, as well as subsequent amendments and insurance filings, are to be filed directly with the Air Carrier Fitness Division of the Office of Aviation Analysis (room 6401, telephone 202/366-9721). If the registration form is properly filled out and the insurance certificate provides coverage for the service proposed, the Air Carrier Fitness Division will return an approved copy of the registration to the applicant. In the case of new commuter applications, the registration to provide scheduled passenger service will be approved when the carrier's fitness has been determined. (See the earlier section on "Commuter Air Carrier Fitness Determinations".)

Data Collection

Data collection and dissemination are the responsibility of the Research and Special Programs Administration, acting in cooperation with the office of the Assistant Secretary for Policy and International Affairs.

1. *Air Carrier Accounting and Guidance*

Carriers receiving section 401 certificates and operating aircraft designed to have a maximum passenger capacity of more than 60 seats or a maximum payload capacity of more than 18,000 pounds or operating to a point outside the 50 states of the United States, the District of Columbia, Puerto Rico, or the U.S. Virgin Islands are required to comply with the "Uniform System of Accounts and Reports for Large Certificated Air Carriers." The Research and Special Programs Administration's Office of Airline Statistics is responsible for accounting and related systems design and modification, as well as interpretation of the regulations. Inquiries regarding waivers from accounting regulations, proposed rulemakings or suggestions on new or revised rules should be directed to the Director (room 4125, telephone 202/366-9059).

RSPA provides technical accounting expertise and guidance to air carriers and other Government agencies, including the Securities and Exchange Commission. The Data Requirements and Public Reports Division of RSPA also assists small air carriers participating in the Essential Air Service program, such as air taxi operators, who may elect to implement the "Voluntary Accounting System for Small Air Carriers" and new or growing certified carriers who may need assistance to familiarize themselves with the required accounting systems and related rules in the "Uniform System of Accounts and Reports for Large Certificated Air Carriers."

RSPA continuously evaluates the airline industry accounting systems and related rules and coordinates with the Office of Inspector General (OIG) on the need for audit assistance. Questions on accounting or reporting issues concerning the DOT aviation information data banks may be addressed to the Data Requirements and Public Reports Division.

2. *Financial and Statistical Reporting*

Air carrier reporting requirements established by the CAB continue in effect until changed by DOT. Authority to maintain these rules and manage the aviation information program is delegated to the Administrator of the Research and Special Programs Administration (RSPA). Program operation is accomplished by RSPA's Office of Airline Statistics.

On December 1, 1988, the Department of Transportation amended FAR Part 298 to require commuter air carriers providing scheduled passenger service to file Schedule F-1 "Report of Financial Data" of RSPA Form 298-C, listing quarterly financial information. Carriers are required to submit total operating revenues, total operating expenses, net profit or (loss) and passenger revenues- scheduled services within 40 days after the end of the reporting quarter.

Petitions for rulemaking on reporting matters should be filed with the DOT Documentary Services Division (DSD) in the Office of General Counsel. The petition will be given a docket number, dated, and referred to RSPA for processing. Rules proposed and issued by RSPA will be docketed in the DSD.

Recurrent financial and statistical reports required by these rules should be addressed to:

Data Administration Division
DAI-20, Room 4125
Office of Airline Statistics
Department of Transportation/RSPA
400 Seventh Street, S.W.
Washington, D.C. 20590
Telephone 202/366-4383

New reporting instructions, changes to existing instruction, interpretations of reporting instructions, or special reporting requirements for air carriers will be promulgated by RSPA. These instructions as well as written requests for waivers, interpretations, extensions of filing dates, substitution of forms or formats, or confidential treatment of reports will be handled by the Director of the Office of Airline Statistics.

Air carrier submissions will be reviewed for acceptability by the Data Administration Division. This Division may contact air carriers concerning the form and/or substance of their reports.

Industry Agreements

Regional airlines have become full partners in the air transportation system. The use of common ticket stock; shared airport facilities; commingled reservation schedules; joint fares; and interline agreements for the handling of baggage, cargo, and other express freight allows regional airlines to provide an important part of a common system of air transportation. The agreements and services in which airlines participate are described here.

Three Digit Identification Code

Ever airline which operates scheduled passenger and/or cargo services and interlines passengers and/or cargo with other airlines requires a three digit code. The code is printed as the first three digits of the airline's passenger traffic documents and cargo air waybill which then identifies that airline for interline accounting purposes.

Airlines with headquarters in the United States or it territories and possessions should request a form code from J. Zammar, Director, Revenue Accounting, Air Transport Association of America, 1709 New York Avenue, N.W., Washington, D.C. 20006. Phone 202/646-4000.

Airlines with headquarters outside the United States or its territories and possessions should request a form code from Dora Prokosh, Code Assignments Assistant, International Air Transport Association, 2000 Peel Street, Montreal, Quebec H3A 2R4, Telephone 514/844-6311 ext. 503.

For form codes assigned by the International Air Transport Association, there is an application fee of $150.

Airline Designators

Each airline which operates scheduled passenger and/or cargo services and publishes its schedules in industry schedule guides and each airline which participates in the airline communications networks (ARINC or SITA) needs an airline designator.

Airline designators are assigned and administered by the International Air Transport Association on behalf of the airline industry. There is a $1000 application fee for each airline designator assigned.

To obtain an airline designator, U.S. based airlines should send their schedules to Laurie Bruzek, Industry Schedules Analysis, Official Airline Guides, Inc., 2000 Clearwater Drive, Oak Brook, Illinois 60521, Telephone 708/574-6000, and also should submit a copy of the airline's Department of Transportation fitness form approved by DOT and a check for $1000 made payable to the International Air Transport Association.

Publishing Schedules

The flight schedules of passenger carrying airlines are published in the Official Airline Guide (OAG), the ABC World Airways Guide, and the American Express Sky Guide, and schedules of cargo carrying airlines are published in the OAG Air Cargo Guide, the ABC Air Cargo Guide, and Hereford's Cargo Guide.

Regulations and Agreements

There is no charge for publication of direct flight schedules and fares of commuter air carriers. However, there are editorial and possible costs for printing commuter/certificated connecting flights.

Passenger Interline Traffic Agreement

Members of the Air Transport Association's Passenger Council have established the Interline Traffic Agreement - Passenger. All scheduled airlines may become parties to the Agreement. The Agreement becomes binding between parties upon execution of a concurrence.

The Agreement gives each airline party the right to sell transportation at the appropriate fares over the lines of other parties with which it has concurrence, and to issue interline tickets providing for such transportation.

Parties are required to honor for transportation interline tickets calling for such transportation and issued by another party with which it has concurred. Where interline tickets have been issued under the Agreement, the originating airline agrees to check the passenger's baggage to final destination or first stopover point, and the down-line airlines agree to accept and transport such baggage.

There is a one-time application fee of $175 and an annual participation fee of $75. Contact Ms. Pat Freedman, Assistant Director, Passenger Services, ATA Passenger Council, 1709 New York Avenue, N.W., Washington, D.C. 20006, Telephone 202/626-4000.

Interline Air Cargo Agreements

Interlining of air freight within the industry is an effective means of expanding your air freight coverage to your customers. The Air Transportation Association of America has two specific air cargo agreements that are available to members of the Regional Airline Association. These agreements are:

- AIR FREIGHT PROCEDURES AGREEMENT and
- SMALL PACKAGE SHIPMENT AGREEMENT

Each multi-lateral agreements that prescribe uniform documents, labeling, and handling procedures for regular air freight and small packages services. To participate in these agreements, there is a one-time application fee of $175 and an annual fee of $75.

Airlines interested in these interline cargo agreements should write to Mr. Richard S. Shreve, Assistant Director, Cargo Services, Air Transport Association of America, 1709 New York Avenue, N.W., Washington, D.C. 20006, Telephone 202/626-4133.

IATA Interline Agreements Passenger and Cargo

Airlines may participate in the International Air Transport Association's multi-lateral interline traffic agreements as non-member carriers. Airlines are required to pay an annual participation fee based on their total revenue sales from the previous year or on an estimated revenue figure for the first year in the case of a new company. Contact Kendall C. Sanford, Senior Manager, Passenger Services, IATA, 2000 Peel Street, Montreal, PQ, Canada H3A 224, Telephone 514/844-6311, ext. 503.

Universal Air Travel Plan

Began in 1936, Universal Air Travel Plan travel card is one of the world's oldest credit cards.

During the early times, UATP covered U.S. domestic airline only. On October 1, 1948, it became worldwide, when international routes were brought into plan.

The UATP's Air Travel Card today is good for transportation on practically all the world's scheduled airlines flying domestic and global routes. Participating airlines now number more than 200.

Those desiring to subscribe to this airline credit service can contract through an individual airline by meeting the individual carrier's requirements. Thirty-two airlines, called "contracting airlines," are authorized to issue Air Travel Cards. The cards, however, are honored by the participating carriers. The contracting airline bills the subscriber on a monthly basis for all air transportation used, regardless of the number of airlines involved. Contact Charles Fisher, ATA, 1709 New York Avenue, Washington, D.C. 20006, Telephone 202/626-4224.

Standard Agent's Ticket and Area Settlement Plan

As the travel agency industry grew and as travel agents began to generate a larger proportion of airline tickets, a need arose for an efficient system of reporting and accounting for ticket sales. What emerged was the Standard Agent's Ticket and Area Settlement Plan. The plan's most important innovations were a standard ticket stock and a single source to which travel agents reported and accounted for airline ticket sales. Travel agents were issued supplies of standard ticket stock with no carrier identification. In issuing a ticket, the agent fills in the name of the airline on which the seat is being sold. Every week the travel agent forwards reports of tickets sold to a designated bank in their area.

The agent receives a computerized sales report from the area bank for each reporting period. The sales report provides important data on each ticket issued as well as statistical summaries for the entire reporting period.

Travel Agents Commission

The commission paid to travel agents was deregulated in June 1980. Airlines are free to set the commission they pay to travel agents. The Air Traffic Conference has set up a procedure for settling interline service charges at a periodically determined commission rate in the Interline Settlement of Agent Issued Documents Agreement. Airlines may contract with any organization to sell on-line tickets.

Airline Clearing House

The Airline Clearing House is a corporation, wholly owned by 18 ATA member airlines, through which the interline accounts of airlines, certificated and commuter, are settled on a net basis each month. Regional airlines, by participating as associate members, are able to realize all the billing and clearance benefits without the necessity of purchasing stock in the corporation.

Each member air carrier submits a recap sheet each month to the Airline Clearing House bank showing accounts due from every other member, covering both passenger and freight.

The bank nets these accounts and notifies each airline of their net debit or credit position in the Clearing House. Flight coupons and air bills are sent to the appropriate airline for a follow-up audit with an opportunity for subsequent Clearing House adjustments.

Each participating carrier is requested to maintain an account at the Airline Clearing House bank. The Airline Clearing House performs the clearing functions without charge. The cost of such items as printing, postage, bulletin correspondence and maintenance of the Manual of Procedures is nominal. Reimbursement for such costs are billed to all members and associated members on an annual basis. When making application as an associate member, commuters are required to have interline agreements with at least one member or associate member of the Clearing House. Contact: J. Zammar, Airline Clearing house, 1709 New York Avenue, Washington, D.C. 20006, Telephone 202/626-4142.

Airline Publishing Company

The Airline Tariff Publishing Company (ATPCO), wholly owned by thirty-five certificated air carriers, is employed by the airlines to publish and distribute fares and cargo rates to the travel industry. Some of the ATPCO publications include a joint fares tariff, commuter local fares tariff, commuter airline cargo local rules and rates, small package rates, and the Air Cargo Memorandum Tariff. ATPCO distributes these tariffs to travel agents, airline rate desks, and other companies in the travel business. Contact: Dan Mingledorff, Airline Tariff Publishing Company, Dulles Airport, P.O. Box 17415, Washington, D.C. 20041, Telephone 703/471-7510.

Airlines Reporting Corporation

The purpose of the Airlines Reporting Corporation (ARC) is to provide reporting and settlement services, and related services in connection with the sale of transportation in the United States on behalf of participating carriers at the most economic cost. Contact Allan Muten, Airlines Reporting Corporation, 1709 New York Avenue, N.W., Washington, D.C. 20006-5288, Telephone 202/626-8035

Aeronautical Radio, Inc.

Aeronautical Radio, Inc., more familiarly known as ARINC, is dedicated to serving the communications needs of the air transport community. The company's services, once used almost exclusively by major U.S. airlines, are employed by a variety of corporation, government agencies and domestic and foreign carriers, ranging in size from major trunks to commuter air carriers. ARINC's services continue to be provided on a not-for-profit basis as was the case when the company was incorporated in 1929.

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This is a one of a kind document, which the RAA keeps current through an annual revision service.

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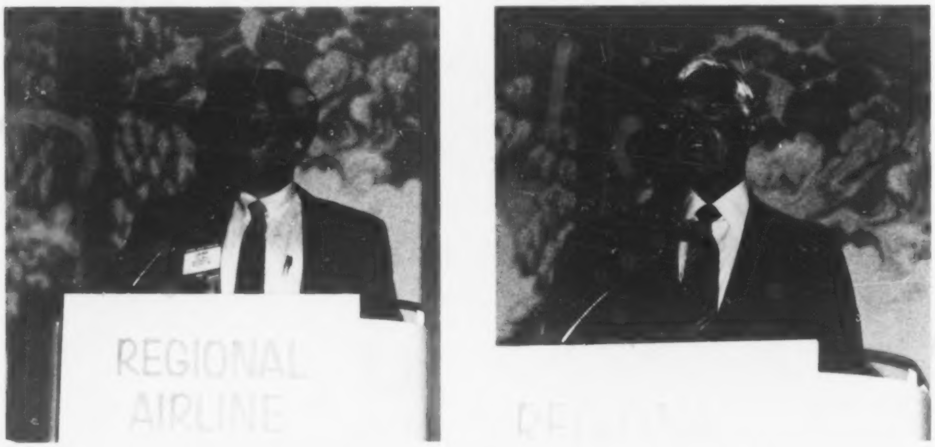
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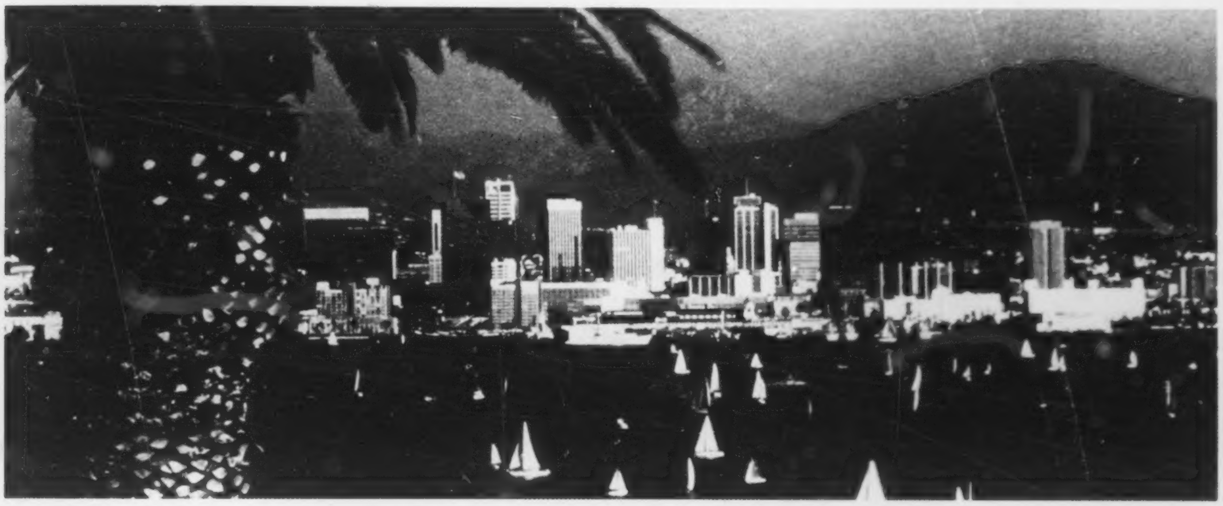
RAA Spring Meeting and Suppliers Mart
Washington, DC

RAA Fall Membership Meeting
Phoenix, AZ

1991 RAA MEETINGS AND WORKSHOPS



RAA Fall Membership Meeting
October 21 - 23, 1991
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Annual Human Resources Workshop
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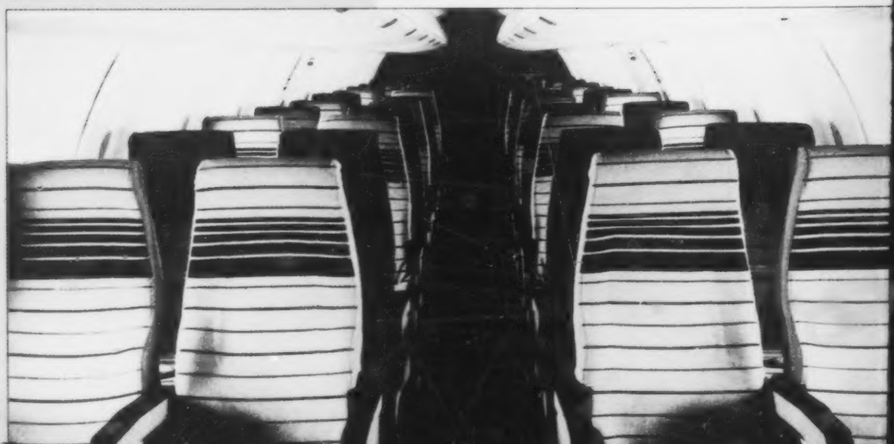
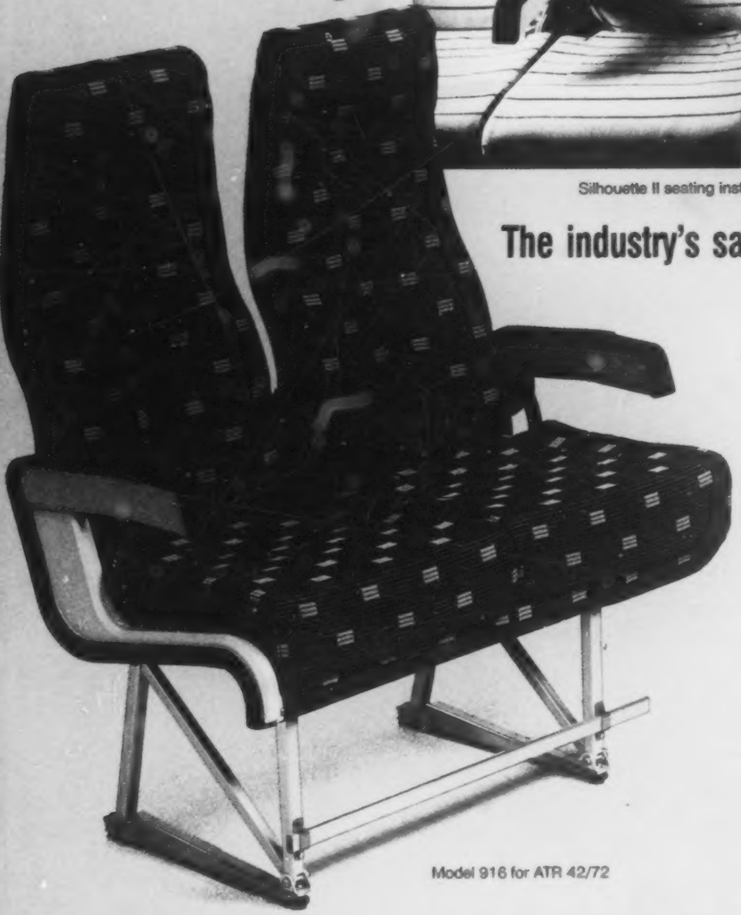


Silhouette II seating installed in full scale interior mock-up of Canadair Regional Jet.



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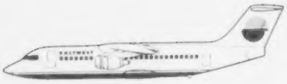
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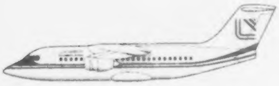
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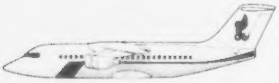
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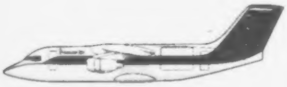
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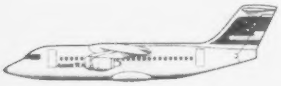
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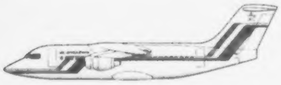
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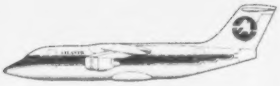
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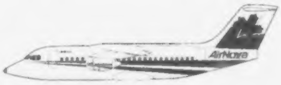
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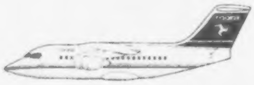
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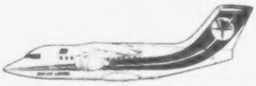
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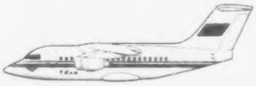
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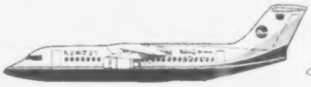
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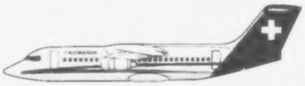
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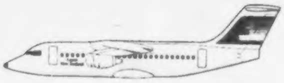
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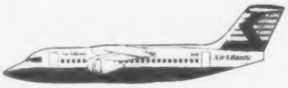
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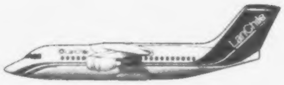
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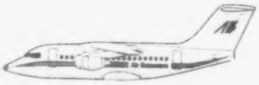
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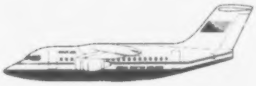
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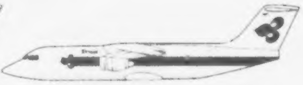
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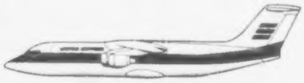
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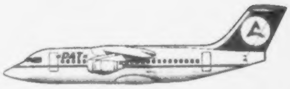
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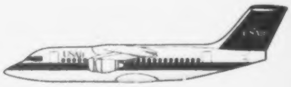
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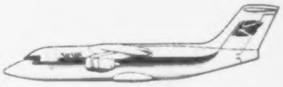
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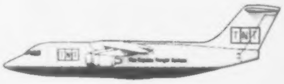
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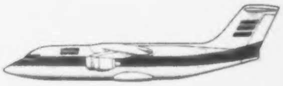
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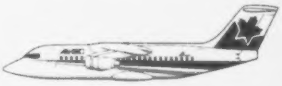
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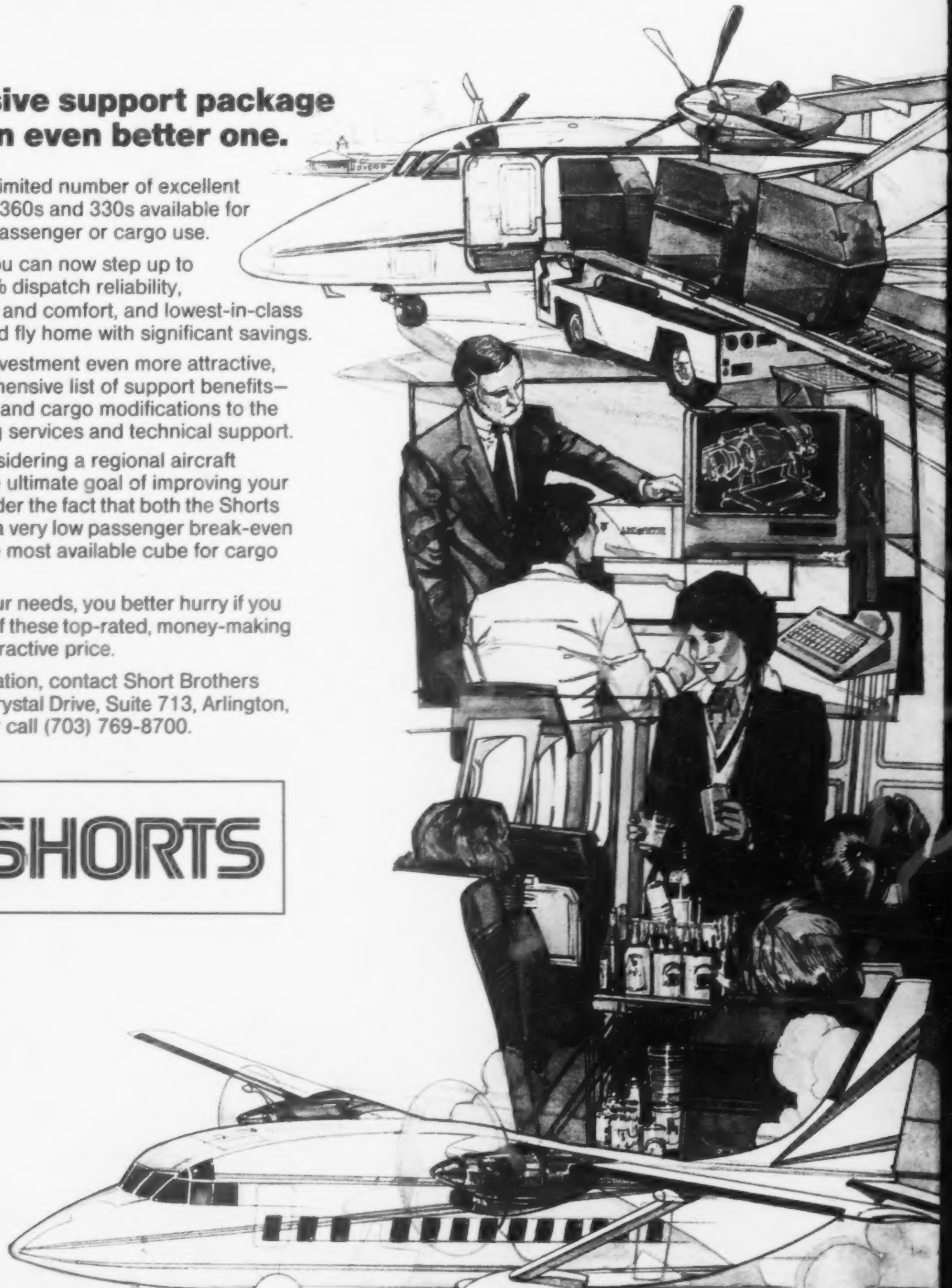

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